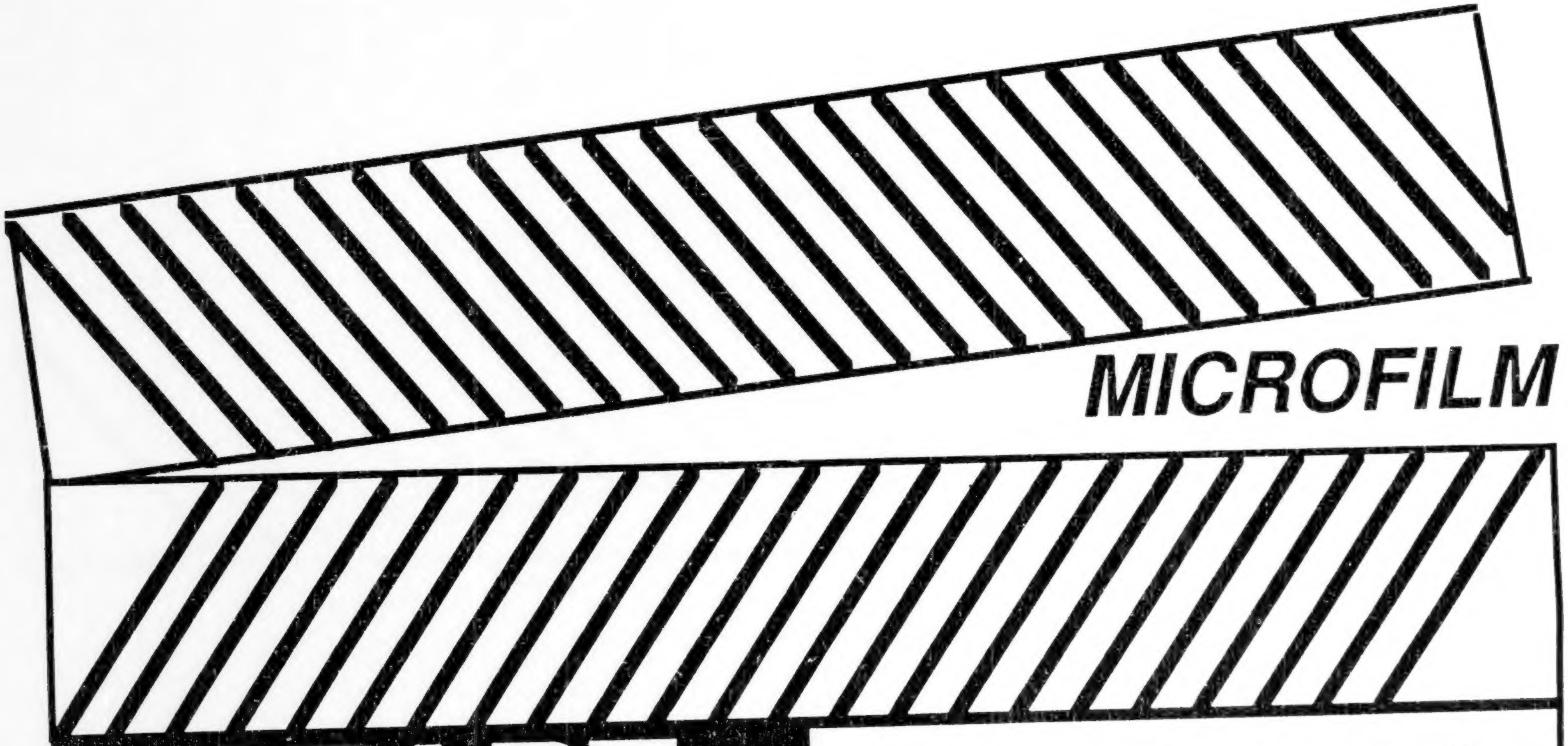

START OF ROLL

CONSTRUCTION CONTRACTS

ROLL NO. 237

CONTRACT NUMBER: 9560

CONTINUED

1982 Mill St.-5th St. Sec. 9560
(Centennial Blvd.) in Springfield.
(Gr,Pav,Sign,Illum,Sig,Lndscp)

CONTINUED

Smead
No. 2-152-5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, OH
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

CdA 5337

12-22-81
12 - 4-79
5-17-78
6-11-75
8-8-80
1-9-90
7-9-91

No. 2-152-5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, UT
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

GENERAL FILES

9560

B

CON

October ~~7~~ 14, 1982

NOTED
H. S. COULTER

Steven C. Burkett
City Manager
225 North 5th Street
Springfield, OR 97477

copy #9566

I have been asked to respond to your letter of September 27 to Oregon Department of Transportation Director Fred Miller regarding two City of Springfield projects.

In the case of the traffic signal at 58th and Main, I am advised that bids for the project will be received at our October 28, 1982 bid opening. This is within one month of the date you were promised last February. Although this is not outstanding service, it is not bad and no apology is warranted.

The other project, Mill-5th Street on Centennial Boulevard is another matter and at least some explanation is warranted. A review of the project records reveals that the most time consuming process involved the purchase of right-of-way. Although there were only 23 parcels of land to be acquired, it took 16 months to acquire them. The principal difficulty involved obtaining mortgage releases from lending institutions in the present high-interest climate. The only way to have speeded up the process would have been to condemn the mortgagee, forcing the mortgager and mortgagee to settle their differences in court. We did not feel this was fair to the property owner and could have caused serious public relations problems.

Both projects will appear on the October 28, 1982 bid opening schedule. At this late date it is the best we can do for these projects. There will be no further delays.

NOTED
W. E. SCHWARTZ

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

WES:st

bc Fred D. Miller H. S. Coulter
E. S. Hunter J. B. Boyd
Alfred Shirley, Jr.

10-14-82

Pat, — Are there things we should learn from review of the time spent on the Centennial Blvd. project to know what not to do next time? — the match on the project will be almost as much as the total job when we started on it. —

Scott

SPRINGFIELD

CITY OF SPRINGFIELD
Office of the Mayor/City Manager

1982
September 27, 1892

Mr. Fred Miller, Director
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

2. dig away
2.

bike detector loops

Dear Mr. Miller:

This is a follow up request to our March 10, 1982 meeting, in Springfield, at which we discussed highway improvement needs and how the City and the State could work together to resolve problems and implement programs.

During that meeting, Springfield representatives requested your assistance in getting two projects underway: traffic signal improvements at the intersection of 58th and Main Streets (McKenzie Highway) and the Centennial Boulevard, Mill to 5th Streets, FAU project.

5/14/82
78,800
Signal
Traffic Section
11/18/82
Oct 28, 1982

In December, 1981, the City and the Highway Division entered into an agreement to construct traffic signals at the intersection of 58th Street and Main Street. The City agreed to fund 100% of the construction costs even though Main Street is a state highway. The Highway Division agrees that signals are definitely required to improve traffic safety but, it simply does not have the funds to match construction costs. Since the intersection is on a state highway, the Highway Division insisted it must do the engineering for the project.

Springfield was informed in February, 1982, by the Highway Division, that the project would be underway no later than September, 1982. The City has recently been informed that the "best estimate" for the signals to be let for bidding is November 18, 1982.

Your assistance is requested to help get this project underway as soon as possible and to avoid any further delays.

The second project, the Centennial Boulevard FAU project, is also a project being designed and managed by the Highway Division because the State said they could "jump through the Federal hoops" faster than the City could. Well, for the past 2-1/2 years the State has told the City that the project would be out for bidding each Spring and Fall of the 2-1/2 year period. In Spring, 1982, the City was assured the project would be out for bids in May, 1982, then June, then July, then August and now it is scheduled for October 28, 1982.

9/11/80
GP Seg(4) Dll.
1,020,000
6 Yr. Prog. p.59
10/28/82
Final Design

is obligated

225 North 5th Street • Springfield, Oregon 97477 • 503/726-3700

For obvious reasons, both the City and the State have lost valuable credibility with Springfield's politicians, businesses and the general public with respect to these two projects. In fact, the Centennial Boulevard project is the butt of jokes and comments with respect to the ability of the system to get projects implemented.

As we discussed at our March 10th meeting, there is a communication and coordination problem in the system that must be solved.

Again, we request your assistance in speeding up the process and avoiding any further delays with these two projects.

On a more positive note, we compliment you and the Highway Division on the quickness of getting the 2nd/3rd Street Ramp Connector project under construction.

Please feel free to contact me should you wish to discuss any of the above in more detail.

Sincerely,

Steven C. Burkett

Steven C. Burkett
City Manager

CITY OF SPRINGFIELD

jd

TRA 20-1.3
TRA 20-10

RECEIVED
DOT DIRECTOR

SEP 29 '82

REFER TO
Coulter

FOR

Info	Invest	I/D	D/R	Sign	Act	File
		✓				

ROW 3-1

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
OCT 4 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Pat Schwartz, Assistant
State Highway Engineer

DATE: October 4, 1982

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Mill Street-5th Street
(Springfield)
Centennial Blvd.

There were originally 23 files on this project. One file could not be closed and it was necessary for Right of Way to request that the contract date be moved from July 22, 1982, to October 28, 1982.

The following is a summary of the Right of Way activities on this project:

5-15-81 Received FHWA authorization to proceed with right-of-way acquisitions on 23 parcels. Contract scheduled for May 27, 1982.

2-12-82 PMS indicated schedule moved to July 22, 1982.

6-10-82 Right of Way requested three month delay. Three files appeared to be in trouble. *

7-22-82 Twenty-two files closed and ready for contract. One parcel #51864 open.

* File 51864 was optioned on February 16, 1982, but it took seven months to obtain a mortgage release and the owner refused to waive payment before giving possession. The only other alternative would have been to force the owner into condemnation.

* File 51885 - Southern Pacific Railroad. Had to combine right-of-way for three projects so all could be condemned under one file. This file is now includes right-of-way for Centennial Blvd., "Q" Street Ramps, and "Q" Street at 2nd and 3rd Streets.

* File 51870 - Lane County Housing Authority. File delayed because of title problems.

Because of high mortgage interest rates, mortgage companies have become very reluctant to issue mortgage releases. In the past year this has become a very serious problem on all of our projects. If an owner is willing to sign an option, we feel that we have an obligation to work with the parties in an attempt to clear the mortgage without going to condemnation. Although we could force the file into condemnation and make the mortgagee and mortgagor settle their differences in court, this would not be fair to the property owner and could cause serious public relations problems.

RH:jr

9-16-82
5-15-81
4-01-1

2-16-82
7

Contains Recycled Materials

PMS-V2 PROJECT INSTANT REPORT

PREFIX NO:3201951 F.A. PROJECT NO.M-1140(1)(2)(3) DATE:01OCT82

SECTION:MILL ST.- 5TH ST.(SPRINGFIELD)
HIGHWAY:CENTENNIAL BLVD. MILE POST: LNG: .5
COUNTY:LANE DISTRICT: 05 REGION:3 URBAN/RURAL AREA:L
CITY:SPRINGFIELD HWY NO:0720 RT: FAN:1140

PROGRESS:
COMMISSION ADOPTION: 26FEB75 STAGE OF ENGR:PSEDOC
ASSESS. CATEGORY: 3EA ENGR BY OTHERS:
A-95 STATUS: 24MAR76

ANNUAL PROGRAM ITEM NO. 90300 FHWA PROG. APPR:28SEP79
P.E. AUTHORIZATION: 10/5/79 05OCT79
R/W AUTHORIZATION: 15MAY81

STATUS: PROGRESS:
RECONNAISSANCE: N/A MONTH:
DRAFT E.I.S. N/A STATUS: DONE
CORR. APPR.,FINAL E.I.S. N/A
FIELD SURVEY: (::)COMPL 9-15-80
PRE-DESIGN/DRAFT E.I.S. COMPL
DESIGN APPR.,FINAL E.I.S. COMPL 6/8/79 FHWA appr. of Neg. Dec.
R-W DESCRIPT: (::)COMPL
R/W ACQUISITION: (::)COMPL 7-28-82, 9-8-82, June '82 ~~deposit~~ deposit on condemnation suites
PSE DOCUMENTATION: COMPL Sullivan had preliminary plans 3/24/82
STOP-DATE: 10SEP82

ESTIMATES:
PRE. ENGR: 79,000
R/W: 100,000 WORK: G-P-SIGS(4)ILLUM
CONST: 998,000

PROGRAMING: EST. COMPL. DATE: CLEAR
YEAR PAST: CONTROL:
CURRENT PROG: LETTING DATE:28OCT82
FUNDING :URBAN SYSTEM

HISTORY:
0282 22JUL82
0382 22JUL82
0482 22JUL82
0582 22JUL82
0882 28OCT82
1080 F4QTR82
1181 27MAY82

SP ~~RR~~ TK 5185
3-9-82 conden began
7-29 deposit made
8-27 possession
Condemnation on file

23 parcels

Mar '82 Started condemnation on SPTC

July '82 cleared

Aug '82 possess

October 29, 1980

Michael A. Kelly
Director of Public Works
346 Main Street
Springfield, Oregon 97477

Dear Mr. Kelly:

Your October 13, 1980 letter contains some valid concerns regarding advancement of Urban System projects in the Springfield-Eugene area.

As you are aware the Mill Street-5th Street project was originally to have had the Preliminary Engineering done by the City. This is reflected in the City-State agreement dated in 1975. On July 9, 1979, the City requested the State complete the preliminary engineering, prepare construction plans and specifications. This required a new City-State agreement which was approved by the Oregon Transportation Commission in November, 1979. The remaining field work was done (as other work permitted) in a little more than two months. It was completed in August of 1980.

A right-of-way agreement, which provided for the State to acquire necessary right-of-way was approved August 5, 1980. We are now preparing right-of-way descriptions which should take no more than 2 months. Right-of-way acquisition and final design then can proceed. We anticipate right-of-way acquisition will be the critical activity and should be completed (barring unforeseen holdups in condemnation proceedings to be handled by the City) by late summer or early fall 1981.

Earlier estimates of time schedules contained in your Traffic Administrator's March 5, 1980 letter were responded to by Mr. Ayres March 11 letter cautioning you that dates set so far in advance could not be as firm as you anticipated.

I share your concern over real and apparent delays in the advancement of Urban projects. I would like to meet with you at your convenience in the near future to clarify any misunderstandings concerning your projects' advancements. Please contact me at the above address or by phone, 378-6563.

Very truly yours,

D. E. Swan
Operation Programming Engineer

DES:pf
bcc: Bud Shirley
Dave Jones
Bill Cranford

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PMS-V2                    PROJECT INSTANT REPORT

PREFIX NO:3201951  F.A. PROJECT NO.M-1140(1)            DATE:16OCT80

SECTION:MILL ST.- 5TH ST.(SPRINGFIELD)
HIGHWAY:FAU-1140, CENTENNIAL BLVD.          MILE POST:       LNG:
COUNTY:LANE                   DISTRICT: 05 REGION:3  URBAN/RURAL AREA:L
CITY:SPRINGFIELD              HWY NO:0720  RT:        FAN: 1140

PROGRESS:
  COMMISSION ADOPTION:          26FEB75          STAGE OF ENGR:PSEDOC
  ASSESS. CATEGORY:             3MNS            ENGR BY OTHERS:
  A-95 STATUS:                  24MAR76

  ANNUAL PROGRAM ITEM NO.       90300           FHWA PROG. APPR:28SEP79
  P.E. AUTHORIZATION:           05OCT79
  R/W AUTHORIZATION:

STATUS:                                        PROGRESS:
  RECONNAISSANCE:                  N/A            MONTH:   5.5
  DRAFT E.I.S.                     N/A            STATUS:  ERLY
  CORR. APPR.,FINAL E.I.S.         N/A
  FIELD SURVEY:                (::)COMPL
  PRE-DESIGN/DRAFT E.I.S.          COMPL
  DESIGN APPR.,FINAL E.I.S.        COMPL
  R-W DESCRIPT:                (  )002.0
  R/W ACQUISITION:             (03)08.0
  PSE DOCUMENTATION:               006.0
  STOP-DATE:                       01MAY82

ESTIMATES:
  PRE. ENGR:        41,000
  R/W:                              WORK: G-P-SIGS(4)ILLUM
  CONST:         1,020,000
                                               EST. COMPL. DATE: 16NOV81
PROGRAMING:                                           CONTROL:
  YEAR PAST:                                    LETTING DATE:F4QTR82
  CURRENT PROG:
  FUNDING       :URBAN SYSTEM

HISTORY:
1080 F4QTR82
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CITY OF SPRINGFIELD
SPRINGFIELD, OREGON 97477

PUBLIC WORKS
346 MAIN STREET
726-3753

October 13, 1980

Mr. D. E. Swan, Operation Programming Engr.
Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Subject: Federal Aid Urban Funded Projects

Dear Mr. Swan:

We received and read with interest your October 1, 1980 letter to urban area agencies urging them to "...exert a real effort to advance your projects in a timely manner." How ironic that the Highway Division offers such encouragement when the Division itself seems to be a major culprit in delayed expenditure of Federal Aid Urban funds in the Springfield-Eugene area! Though unintentional, the Division's weak internal communication and what appears to be a casual attitude contribute significantly to project delays and inflated costs.

To cite a specific example, we refer to the Centennial Boulevard Improvement, Mill Street to 5th Street, FAU Project No. 1140. This project definitely lacks the exertion of a "...real effort to advance a project in a timely manner" on the part of the Highway Division. This project was initiated with a City-State agreement in 1975. In 1979 the Highway Division informed us that it could design the project more efficiently than could the City because the Division is more familiar with the Federal requirements. The City proceeded to get local approval of additional FAU funds with which to pay the State for its more "expeditious" design services.

Originally, the Highway Division said the project would be designed and out to bid in December 1979. Then, the Division revised its date of design completion to the spring of 1980; then, to the summer of 1980; then, to the fall of 1980. Now we are "assured" it will be the spring or summer of 1981. Besides the time delay, the postponements are adding over $100,000 inflation cost, 88% of which will be FAU funded. This surely is not an efficient and effective way to spend local, State and Federal highway funds.

We acknowledge that your concern for timely expenditure of Federal highway funds is most valid, and that improvement is sorely needed. We suggest, however, and recently echoed this to the Oregon Transportation Commission in a public meeting in Eugene, that the State make a concerted effort to work with cities and counties to make such improvement.

Very truly yours,

Michael A. Kelly

Michael A. Kelly
Director of Public Works

MAK/DEB/KR:sk

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE ~~672-3353~~ 440-3399

March 11, 1980

In Reply Refer to
File No.: PRO 6

Mr. Kevin Roberts
Traffic Administrator
City of Springfield
346 Main Street
Springfield, OR 97477

Dear Kevin:

This is in response to your letter of March 5, 1980, concerning two roadway projects in the Springfield area, namely the Mill Street - 5th Street Section on Centennial Boulevard and the traffic signal revision project at 42nd Street and Main Street.

I appreciate your feeling of necessity for a positive time-frame commitment from the Highway Division for the completion of preliminary engineering on the two projects mentioned. The field work has been completed for the 42nd and Main Street project at this writing. It will be reviewed by the Region Highway office here in Roseburg and then sent to the Traffic Design Section in Salem for final design and preparation for contract.

As for the Mill Street - 5th Street project on Centennial, we hope to have the project ready for contract by this fall, but the wording in your letter indicates that this date is cast in stone, it is not. We will, however, make every possible attempt to meet this schedule.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ROSEBURG REGION
RECEIVED
MAR 14 1980

MILL ST.-5TH ST. (SPRINGFIELD)

June 8, 1979	FHWA Appr. of Neg. Dec.
October 5, 1979	P.E. Authorization (FHWA)
September 15, 1980	Survey received by Location Section
October 29, 1980	Swan Letter to City (Est. earliest Letting Fall '81)
May 15, 1981	R/W Authorization (FHWA)(23 files)
March 1982	Start Condemnation SPTC file
March 23, 1982	Spec's receives Preliminary plans, Region send P.P. to City for review
July 28, 1982	Deposit made on SPTC file w/request for possession on 8/28/82
August 28, 1982	Take possession of SPTC file
September 8, 1982	Last parcel optioned

Project scheduled for October 28, 1982 and is authorized by FHWA for construction.

[illegible]

OREGON STATE HIGHWAY DIVISION
Region III-Roseburg

R.E.: Greene
Page 7

PROJECT STATUS RECORD

PROJECT NAME: Centennial Blvd. (NAME) M-1140(1) (PROJECT NO.)

PROJECT SECTION: Mill St. - 5th St. (Intersection or Limits)

REQUESTING AGENCY: City of Springfield (City/County/Region/District)

FUNDING: FAU

PREFIX: 120-0505-276 (SFO)
320-1951 (survey)

CHRONOLOGICAL STATUS RECORD:

DATE	ITEM
4/19/82	Region sent preliminary traffic signal plans to City for review, signature and return.
5/6/82	Region responded to letter from City regarding signal plans. They answered some questions.
5/10/82	LOC informed PM that PE costs will exceed current authorization. They sent some info to help secure additional funding.
6/25/82	RE sent Region letter from City informing of another conflict with PNB. Copies sent to PM and Road Design.
6/29/82	Region sent Road Design letter from City concerning conflict with PNB.
7/23/82	LOC notified PM that authorized funding is not sufficient to complete PE.
7/29/82	Region notified City of funding shortfall.

COPY OF STATUS REPORT SENT TO FHWA ________________ (DATE)

OREGON STATE HIGHWAY DIVISION
Region III-Roseburg

R.E.: Greene
Page 6

PROJECT STATUS RECORD

PROJECT NAME: Centennial Blvd. (NAME) M-1140(1) (PROJECT NO.)

PROJECT SECTION: Mill St. - 5th Street (Intersection or Limits)

REQUESTING AGENCY: City of Springfield (City/County/Region/District)

FUNDING: FAU

PREFIX: 120-0505-276 (SFO)
320-1951 survey

CHRONOLOGICAL STATUS RECORD:

DATE	ITEM
12/29/80	TRA notified Region that they recommend installing a signal at Centennial & Mill.
2/24/81	TRA notified Road Design that they reviewed the plan for improving the Level of Service at the Springfield Hwy. @ Centennial Blvd. intersection.
3/19/81	R/W sent Lane Co. Surveyor preliminary reproducible copy of map showing proposed alignment and existing culture.
4/28/81	LOC sent a letter to PM to assist seeking supplemental funding for PE charges which exceed FHWA authorization.
6/9/81	Region received copy of approved Authority for Survey.
5/12/81	FHWA signed Letter of Authorization for program change.
12/31/80	City sent Region letter in response to our letter of 12/23/80. They would like a cost breakdown of the additional charges.
6/22/81	City sent Region letter asking again for cost breakdown of additional charges.
11/9/81	RE asked Road Design to send him copies of plans and signal plans to give to the City for review.
4/8/81	PM notified City of amount of advance deposit owed.
11/10/81	RE notified City that he has asked for plans for their review.
11/13/81	Final Design notified RE that plans will be available about mid-December.
12/22/81	R/W in Salem sent Region R/W supplemental for right of way services agreement.
3/2/82	Region Geologist sent RE his opinion of project.
3/24/82	Final Design sent Region preliminary plans for review.
3/25/82	Region sent City preliminary sign plans for review, signature and return.
3/25/82	Utility sent utilities involved preliminary plans.
3/26/82	Region sent City preliminary plans for review, signature and return.
4/5/82	Sign Design sent Region notice that they have received no comments on sign plans.
4/6/82	Region sent Sign Design City approved sign plans.
4/16/82	TRA sent Design approved sign study plans.
4/19/82	Region sent City-approved preliminary plans to PM.

COPY OF STATUS REPORT SENT TO TOM LOWE, ____________ (DATE)

OREGON STATE HIGHWAY DIVISION
Region III-Roseburg
PROJECT STATUS RECORD

R.E.: D. Jones
Page 5

PROJECT NAME: Centennial Blvd. (NAME)
M-1140(1) (PROJECT NO.)

PROJECT SECTION: Mill St. - 5th Street (Intersection or Limits)

REQUESTING AGENCY: City of Springfield (City/County/Region/District)

FUNDING: FAU

PREFIX: 120-0505-276 (SFO)
320-1951 survey

CHRONOLOGICAL STATUS RECORD:

DATE	ITEM
9/27/79	PM sent to FHWA project data and requested authorization to proceed with PE.
10/2/79	Region sent to City for review and signature PE and Con-Fin Agr. 5337. Also need a city resolution authorizing execution of agreement, then return.
10/18/79	Region received copy from FHWA of Letter of Authorization to proceed with PE.
11/9/79	R/W Agent sent to Region R/W cost estimate of $50,000. No relocation.
11/14/79	Region acknowledged receipt from City of signed copies of PE and Con-Fin Agr. 5337 and City Resolution 79-222. Forwarded to PM.
11/16/79	PM sent to Coulter agreements to sign and forward to Com. Services.
12/7/79	Region received fully executed copy of PE and Con-Fin Agr. No. 5337 from Salem.
2/20/80	Greene transmitted to Dave Jones project file.
2/27/80	Region received approved copy of Authority for Survey from Salem.
3/11/80	Region replied to City that project might be ready for contract by this fall.
3/25/80	Region received copy of LOC structural section new work.
6/12/80	Region R/W notified City of modifications in supplemental agreement for right of way. Will route through Salem and then to City for signatures.
8/8/80	Region R/W sent Salem R/W Supplemental Agr. for R/W Services.
9/2/80	RE sent location survey data to Region.
9/11/80	Region sent location survey data to LOC.
10/6/80	RE sent Final Design list of four items City like to have considered on project.
10/7/80	RE sent TRA correspondence from the City relative to specific design criteria they desire on the project. The signals at 2nd & 3rd & "Q" and the 2nd & 3rd St. ramp connection should be considered when evaluating the project.
10/29/80	Swan responded to City letter of 10/13/80 regarding their concerns about the project taking so long to get underway.
12/8/80	PM notified Region that City will have to have their Special Counsel enter into a written contract.
12/15/80	RE sent TRA copy of a letter from City and signal warrant.
12/23/80	Region notified City of what went wrong in the planning of the project.

COPY OF STATUS REPORT SENT TO TOM LOWE, ________ (DATE)

OREGON STATE HIGHWAY DIVISION
Region III - Roseburg

PROJECT STATUS RECORD

PROJECT NAME Centennial Blvd. (Name) M-1140(-) (Number)

PROJECT SECTION Mill & 5th Streets (Intersection or Limits)

GOVERNMENTAL AGENCY REQUESTING City of Springfield

FAU Funding, Est. cost $220,000 Prefix: 120-0505-276 (SFO

CHRONOLOGICAL STATUS RECORD:

DATE	ITEM
1/18/78	Region acknowledged City letter to advise of hearing date.
1/31/78	Region acknowledged from City forwarding documents that hearing notices published.
3/20/78	Region acknowledged from city supplemental agreement for ROW services.
5/4/78	Region acknowledged receipt from City materials for improvement to project.
5/18/78	Gix requested from RE survey status report.
6/13/78	Eb acknowledged receipt of draft of preliminary final negative declaration from City.
	Design Hearing Study Report
5/4/79	ENV sent to City Final Negative Declaration (Preliminary Copy) for review and correction.
6/13/79	ENV Memo on approved final negative declaration by FHWA.
6/20/79	Region received copy of final negative declaration from ENV.
6/27/79	RE informed Region that City wishes to proceed with project; need estimate.
7/9/79	City sent to Region letter asking for agreement for State to prepare construction plans and specifications.
	Copy of Order to Render Service done on 1/29/76 with charges to date on it.
7/27/79	Region sent to City copies of original agreements of 1975, but new ones required if State to do preliminary and construction engineering.
8/20/79	Region sent to PM letter from L-COG authorizing the OSHD to act as consultant and for City to perform PE and Con, Eng. Void existing agr. and start anew. Order to Render Service no outdated, so need Authority for Survey.
8/27/79	Region received copy of Final Negative Declaration from ENV.
8/29/79	TRA sent to Region agr. draft for Urban System project including design and installation of traffic signals. Review, approve and return to TRA.

OREGON STATE HIGHWAY DIVISION
Region III - Roseburg

PROJECT STATUS RECORD

PROJECT NAME Centennial Boulevard (Name) M-1140(-) (Number)

PROJECT SECTION Mill Street-5th Street (Springfield) Section (Intersection or Limits)

GOVERNMENTAL AGENCY REQUESTING City of Springfield

FAU FUNDING, ESTIMATED COST $220,000 PREFIX 120-0505-276 (SFO)

CHRONOLOGICAL STATUS RECORD:

DATE	ITEM
5/30/76	Region was advised of help required by City to prepare hearing maps and R/W assistance. Region advised City to prepare R/W Services Agreement to give both of us a better idea of what will be required & who will do it, then the draft agreement will be forwarded to our R/W staff.
12/10/76	Region acknowledged receipt of Draft Negative Declaration. Also received NETL Air & Noise Assessment from Environment. Region will send both review comments to City as soon as available.
12/16/76	City requested abandonment of railroad which runs through this project(see Sect. Maint.
2/25/77	City received comments from Ramjoue' regarding Air & Noise Assessment, and requested consultant comments.
4/11/77	Region advised City project in pe phase with city accomplishing engineering without federal funds. Also advised the decertification will affect the project We are trying to determine if being on TIP constitutes an on-going project.
6/24/77	City requested status on project, and Region advised approximate timetable.
8/29/77	Environment advised Region of a Study Committe Review on Preliminary Draft Neg. Declaration.
9/30/77	FHWA received draft neg. declaration.
10/5/77	Region confirmed suggestion of meeting at City's offic Oct. 19 on public hearing.
11/1/77	Eb asked from City Planner study report.
11/30/77	Location submitted to City colored detail maps & typical section for use in hearing.
12/9/77	Location submitted to City suggested narrative for use in hearing.
1/9/78	Region was advised that the media didn't print legal notice of hearing. (MTF)
10/20/77	Potter submitted draft neg. declar. which is being circulated for public.
11/4/77	Gix submitted preliminary plans to Traffic.
12/15/77	Region advised by (MEMO TO FILE) hearing schedule revision.
12/22/77	Location submitted to City data for use at public hearing.
1/31, 1978	Region acknowledged from City requesting ROW obtain.V. Wilson will contact the city on this.

OREGON STATE HIGHWAY DIVISION
Region III - Roseburg

PROJECT STATUS RECORD

PROJECT NAME Centennial Boulevard (Name) M-1140(-) (Number)

PROJECT SECTION Mill Street-5th Street (Springfield) Section (Intersection or Limits)

GOVERNMENTAL AGENCY REQUESTING City of Springfield

FAU FUNDING, ESTIMATED COST $220,000

PREFIX 120-0505-276 (SFO)

CHRONOLOGICAL STATUS RECORD:

DATE	ITEM
10/9/75	City requested OSHD to review the proposed designs presently being prepared by them & make any necessary changes, advertise and let & award the contract. They did not feel, at present, that it would be necessary to ask for assistance in right-of-way acquisition. City also submitted to Region the environmental assessment, maps, traffic volume data, etc.
10/10/75	Region acknowledged city's letter of 10/9 and asked Christopherson to prepare an Order to Render Service so that an Advance Deposit could be prepared. Environmental assessment also given to Engelmann for review and handling.
10/13/75	Engelmann forwarded four copies of the PEA to Environmental Section, Salem.
10/17/75	Region requested advance deposit in amount of $2,600 from City of Springfield and informed them an Order to Render Service would be prepared upon its receipt.
10/21/75	Region sent additional traffic data to Traffic Section, Salem, received from the city on 10/17/75.
10/24/75	City forwarded to Region a letter from the Director of Support Services for the Springfield Public Schools in which he noted four consequences of this project in relation to school activities.
11/14/75	Engelmann forwarded a supplement to an earlier letter written by Hamlin Junior High School to the Salem Environmental Section regarding the impacts of the proposed right-of-way on their property. He added that this appears to negate the need for a Section 4(f) statement and wanted to know Salem's thinking in this regard so he could relate their opinion to city officials.
1/6/76	Environmental Section, Salem, forwarded environmental assessment to Rulien.
1/23/76	Region again requested advance deposit of $2,600 from city (first request was on October 17th).
1/26/76	City sent advance deposit to Region.
1/29/76	Region sent advance deposit to V.E. Skoog along with Order to Render Service.
2/13/76	FHWA concurred that project constitutes a major action requiring negative dec.
3/1/76	Notice of Intent for EA Funds filed by PM.

Jones
Sheet ___ of ___

OREGON STATE HIGHWAY DIVISION
Region III - Roseburg

PROJECT STATUS RECORD

Project Name Centennial Boulevard (Name) M-1140(-) (Number)

Project Section Mill Street-5th Street (Springfield) Section (Intersection or Limits)

Governmental Agency Requesting City of Springfield

FAU FUNDING, ESTIMATED COST $220,000

CHRONOLOGICAL STATUS RECORD:

Date	Item
8/5/74	City of Springfield submitted FAU system project request to Salem.
1/30/75	City of Springfield submitted project applications to Region.
2/6/75	Region forwarded applications to Project Management Section in Salem.
2/25/75	Additional information forwarded by Region to Salem.
3/31/75	Three copies of agreement forwarded to Springfield by Region.
4/7/75	Springfield transmitted environmental assessments to Region.
4/10/75	Region forwarded environmental assessments to Salem.
5/28/75	Springfield returned signed agreements to Region.
5/29/75	Region forwarded agreements to Salem.
6/16/75	City requested to inform Region what preliminary engineering services they will request of the State on this project.
6/18/79	Region received from Salem fully executed copy of agreement.
7/11/75	Region informed Project Management (Unrein) that environmental assessment has not yet been received from City and that it is guessed we'll have considerable re-write when we do.
8/19/75	Traffic Engineering Section (Zirbes) informed prefix has not been assigned as yet as City has not informed Region what preliminary engineering services will be expected of the State.
9/23/75	City requested to inform region of any anticipated items which will require state forces to accomplish.

9560 B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1140(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90300

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/82

8. FEDERAL ROUTE NUMBER FAU 1140

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Mill Street - 5th Street (Springfield) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, high type pavement and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

State Furnished Software	$ 1,500
Permanent Pavement Striping S.F.	$ 6,300
Temporary Pavement Striping S.F.	$ 1,500
Temporary Erosion Control	$ 500
Roadside Seeding & Mulching S.F.	$ 500
Asphalt Cement Adjustment	$10,000
Signal Controller Testing & Turn on	$ 6,750

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/27/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $977,153 Federal Funds $861,651.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO Macbain
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL Valach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1520 Springfield

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION — DEPT
378-6558 — TELEPHONE

TO: Jack Sullivan
Specifications Engineer

DATE: 7-19-82

FROM: Bud Mann
Design Team Supervisor

SUBJECT: Footpath and Bicycle Trail Quantities for
Mill St-5th St (Springfield) Sec
FAU 1140 (Centennial Blvd)
Lane County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM	UNIT	QUANTITY
Class "B" Asph. Conc	Ton	345
Asphalt In Mix	Ton	22
Aggregate Base	C. Yd.	660
P.C. Conc Walk	Sq Yd	1880
Sidewalk Ramps	Each	43
Type "A" Curb	C. Yd.	50
Bicycle Path Signs	Each	4
Bicycle Lane Stencils	Each	12
Eight Inch Line Delineating Bicycle Lane	Lin ft	6900'

Width 2 2

Length 3450 3450

cc: Don Shaffer
Duane Ridings
Bob Church
Don Trout ✓

1560 5-12

ADDENDUM to
FINAL NEGATIVE DECLARATION
NOISE STUDY REPORT

Mill St.-5th St. (Springfield)
Centennial Blvd. FAUS-1140
Lane County

Prepared by
Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Acoustical Specialist

May, 1982

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 22 1982
ROAD DESIGN SECTION

Do Not
Return To
Bring
Action

ENGINEER
10305
Anthony J George Jr.
OREGON
July 13, 1979
HONY J. GEORGE JR.

Mill St.-5th St. (Springfield) Sec.
AU 1140 (Centennial Blvd.)
Lane County

Introduction

This report documents changes in project termini since publication of the Final Negative Declaration. Centennial Boulevard was to be widened from Mill St. to a point 210 feet east of centerline of 5th Street. The project limits have been expanded westerly to Water Street and easterly to 6th Street to accommodate left turn lane movements approaching Mill Street and 5th Street. Additional widening will occur north and south of Centennial Boulevard on Mill Street and 5th Street in order to construct left turn lanes. The adjusted construction limits and the land use effected are shown on Figure 1. Lane use is limited to single family residences and duplexes in this area.

Noise Prediction Methodology

The FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict noise levels at the right-of-way line to determine if residences adjoining the project would exceed FHWA design noise levels. The peak hour traffic was used in this analysis and can be seen in the attached table. Noise measurements were compared to the FHWA prediction model using the same traffic volumes counted during the measurements, and were found to be in close agreement. Therefore, the model was assumed to be valid without correction.

As described above, noise level predictions in this report are based on the peak hour traffic conditions. The Federal Highway Administration through the Federal Highway Program Manual 7-7-3 also requires that the Level of Service C* traffic conditions, if attained, be examined. The City of Springfield Department of Public Works, however, did not have this information available and failed to provide it. Even though the peak hour traffic condition has higher traffic volumes, the Level of Service C traffic condition can produce a higher noise level as a result of higher vehicular speeds.

Because the traffic noise levels predictions for this addendum did not include Level of Service C predictions, they might not represent the worst case noise level. Therefore, as a worst case, this report assumes that all residences shown in Figure 1 could be impacted by traffic noise. Mitigation of the assumed noise impacts at the residences described above is not feasible because of driveway or street accesses. The design of effective sound barriers is not practical without eliminating access in these areas.

Standard construction time constraints will be included in project specification for the additional project coverage area, in order to mitigate the impact of construction noise.

*Level of Service C - traffic conditions still in the zone of stable flow but where speed and manuverability are closely controlled by high volumes and where drivers are restricted in their freedom to select speed, change lanes or pass.

Mill St.-5th St.(Springfield) Sec.
FAU 1140 (Centennial Blvd.)
Lane County

TRAFFIC DATA and PREDICTED NOISE LEVELS

			Peak Hour (Year 1990)		
	Speed (mph)	Autos	Medium Trucks	Heavy Trucks	Noise Level (Leq)
Centennial Blvd.	17	1369	18	7	61 dBA
Mill Street	15	533	18	7	59 dBA
5th Street	22	913	11	2	61 dBA

Field Data-September 15, 1978
NOISE MEASUREMENTS AND OBSERVED TRAFFIC VOLUMES
Centennial Blvd.

Site No.	Time	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Distance From Roadway Centerline	TRAFFIC VOLUME (Veh./Hr.)			
					Autos	Medium Trucks	Heavy Trucks	Speed (mph)
6	11:00 a.m.	65	63	50 ft.	749	11	6	30
7	1:00 p.m.	60	59	100 ft.	672	0	0	35
8	2:00 p.m.	68	66	32 ft.	750	6	0	38

LAND USE &

ADDITIONAL PROJECT COVERAGE ▬

Measurement Site ⊗

Mill St. - 5th St. (Springfield)
FAU 1140 (Centennial Blvd.)
Lane County

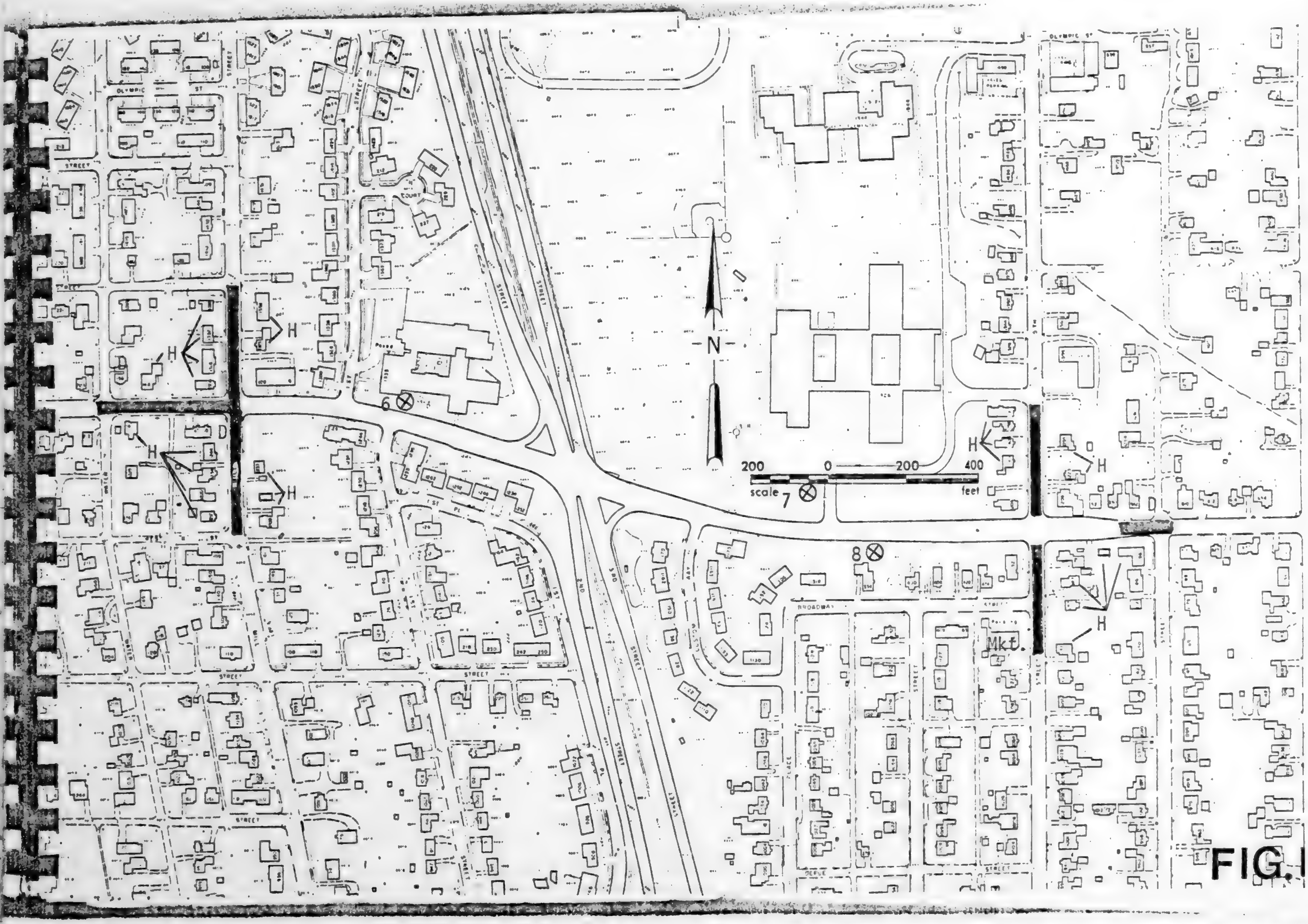

N
scale
200
0
200
400
feet
6
7
8
H
D
Mkt.
OLYMPIC ST
BROADWAY
STREET
COURT

FIG. 1

9560

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-18-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

B

1. FEDERAL-AID PROJECT NO. M-1140(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90300

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of ORegon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/18/82

8. FEDERAL ROUTE NUMBER FAU 1140

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Mill Street - 5th Street (Springfield) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 5/12/82 I approve the revised Preliminary Engineering Costs to a TEC of $78,850 Federal Funds $60,688.

(Increase TEC $13,750 Federal Funds $12,120)

RECEIVED
STATE HWY ENGR
MAY 21 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 5/18/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

City Springfield

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 7-5

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: April 16, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Mill Street-5th Street (Springfield) Section
FAU 1140 (Centennial Boulevard)
Lane County

RECEIVED

Attached are two prints of the approved sign study plan for the above project.

L. E. George

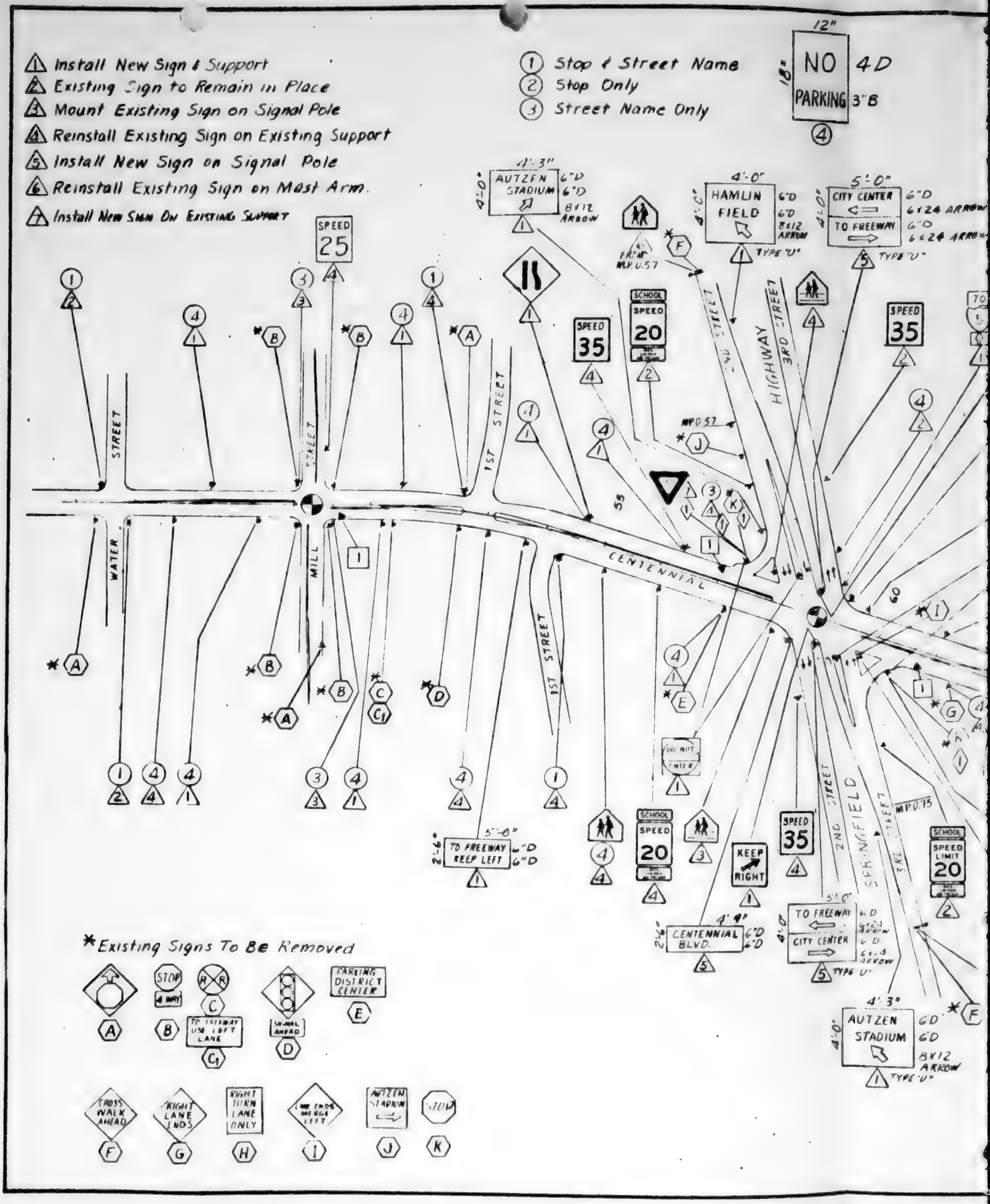
L. E. GEORGE - TRAFFIC ENGINEER

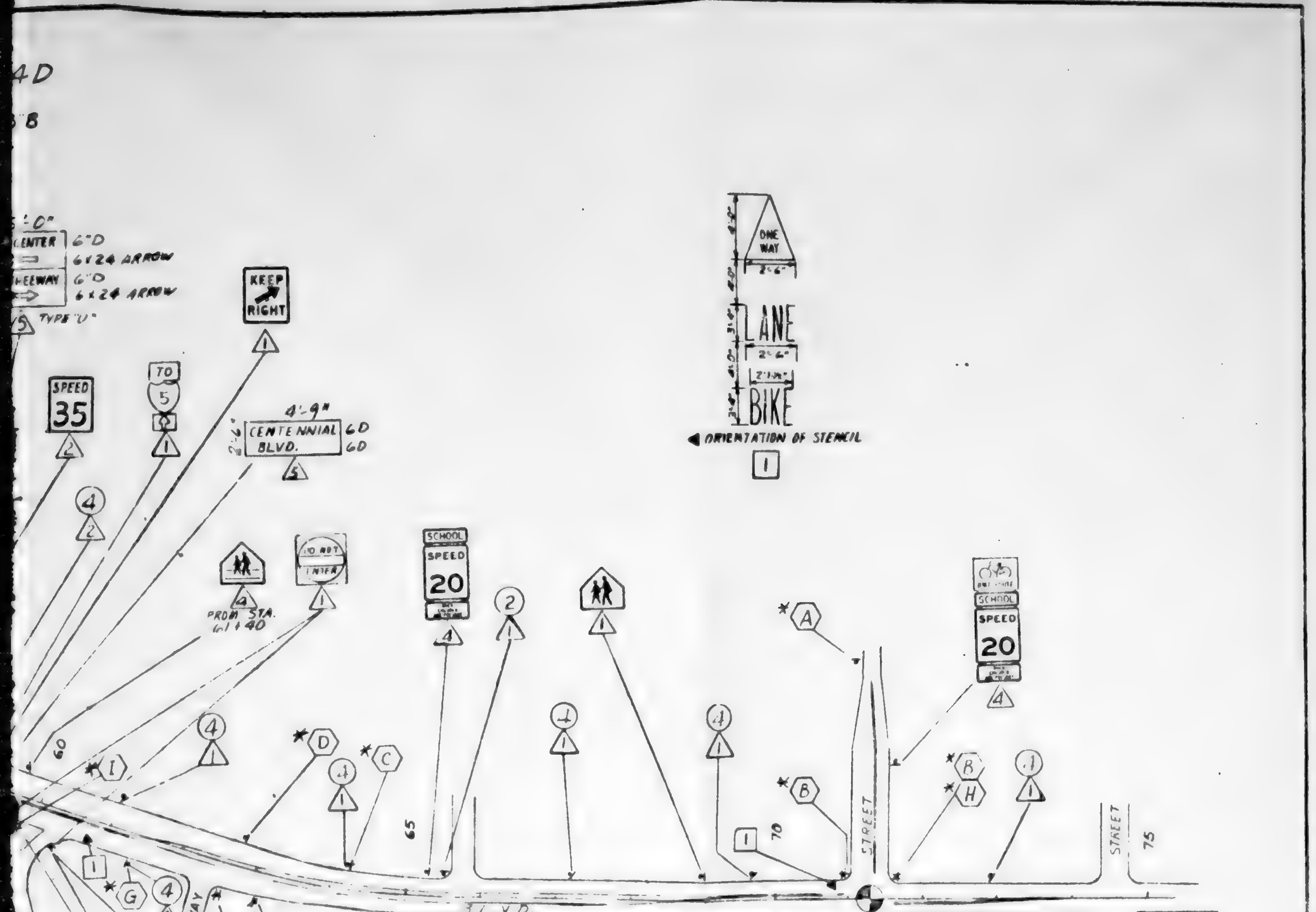
REFERRED TO

3 WGP2

ELS:ds
Attachment

cc: Alfred Shirley, Jr.
L. R. Asburry


1 Install New Sign & Support
2 Existing Sign to Remain in Place
3 Mount Existing Sign on Signal Pole
4 Reinstall Existing Sign on Existing Support
5 Install New Sign on Signal Pole
6 Reinstall Existing Sign on Mast Arm.
7 Install New Sign On Existing Support
① Stop & Street Name
② Stop Only
③ Street Name Only
12"
18"
NO PARKING
4D
3"B
④
4'-3"
4'-0"
AUTZEN STADIUM
6"D
6"D
8x12 ARROW
4'-0"
HAMLIN FIELD
6"D
6"D
8x12 ARROW
TYPE "U"
5'-0"
CITY CENTER
6"D
6x24 ARROW
TO FREEWAY
6"D
6x24 ARROW
TYPE "U"
SPEED 25
SPEED 35
SCHOOL SPEED 20
SPEED 35
FROM M.P. 0.57
M.P. 0.57
WATER STREET
MILL STREET
1ST STREET
CENTENNIAL
2ND STREET
3RD STREET
HIGHWAY
SPRINGFIELD
55
60
5'-0"
2'-6"
TO FREEWAY KEEP LEFT
6"D
6"D
DO NOT ENTER
SCHOOL SPEED 20
KEEP RIGHT
SPEED 35
M.P. 0.75
SCHOOL SPEED LIMIT 20
4'-9"
2'-6"
CENTENNIAL BLVD.
6"D
6"D
5'-0"
4'-0"
TO FREEWAY
CITY CENTER
6"D
6x24 ARROW
6"D
6x24 ARROW
TYPE "U"
4'-3"
4'-0"
AUTZEN STADIUM
6"D
6"D
8x12 ARROW
TYPE "U"
*Existing Signs To Be Removed
STOP 4 WAY
R R
TO FREEWAY USE LEFT LANE
SIGNAL AHEAD
PARKING DISTRICT CENTER
A
B
C
C1
D
E
CROSS WALK AHEAD
RIGHT LANE ENDS
RIGHT TURN LANE ONLY
LANE ENDS MERGE LEFT
AUTZEN STADIUM
STOP
F
G
H
I
J
K


4D
8
CENTER 6"D
6x24 ARROW
FREEWAY 6"D
6x24 ARROW
TYPE "U"
KEEP RIGHT
SPEED 35
TO 5
4'-9"
2'-6"
CENTENNIAL BLVD. 6D 6D
ONE WAY
2'-6"
LANE
2'-6"
BIKE
ORIENTATION OF STENCIL
DO NOT ENTER
FROM STA. 61+40
SCHOOL SPEED 20
60
65
70
75
STREET
57TH
STREET
67TH
BLVD.
CUSTOM WAY
MP 0.75
SCHOOL SPEED LIMIT 20
SPEED 35
6D
6x24 ARROW
TYPE "U"
4'-3"
AUTZEN STADIUM 6D 6D
8X12 ARROW
TYPE "U"
FROM MP 0.75
A
B
C
D
F
G
H
I

① Revised 4/9/82

Kevin Roberts
4 12 82

SIGNING PROJECT

MILL ST.-5TH ST (SPRINGFIELD) SEC.
FAU 1140 (CENTENNIAL BLVD.) ~ LANE COUNTY

Action	Date	
Submitted	3-2-82	
Approved	3/12/82	
	4/13/82	
Accepted	4/1/82	B K

FHWA

9530 B

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: Neil Flanagan
Region 3 R/W Supervisor

DATE: December 22, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Agreement 95 (Revision)
Mill St. - 5th St.
Centennial Boulevard
City of Springfield

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached is an original for the City and a copy for your files of the subject agreement.

The prefix for this project is 320-2528.

AE
mp
Attach.

cc: A. Shirley, Jr., w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Title, w/c
Description, w/c

7560

Springfield

ROAD DESIGN SECTION

DES 16

David L. Jones
Resident Engineer

November 13, 1981

Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 18 1981
ROAD DESIGN SECTION

Do [illegible]
Return [illegible]
Bring [illegible]
Action

Mill Street-5th Street (Springfield)
FAU 1140, Centennial Boulevard
Lane County

Preliminary grading and signal plans will be available about mid-December. You will be furnished plans to be reviewed by the City.

This project is scheduled for a May 1982 bid opening and this should be adequate time for the City's review and comments.

LKW:ja

cc Jim Gix

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: Hal Versteeg,
Road Design Engineer
ATTN: Lyle Watson

DATE: November 9, 1981

FROM: David L. Jones,
Resident Engineer

SUBJECT: Mill St.-5th St.
Centennial Blvd.
City of Springfield

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
NOV 10 1981
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up
Action

In a meeting last week with the City of Springfield, they presented a laundry list of ongoing projects, etc. for me to check on for them.

One of them is review of our plans for the subject project (a requirement of the project).

Please send me two copies of what you have, including the signal plans if you can get them from Bill Zirbes, so I can take them to the City for review.

One of their big complaints is that they don't have time for an adequate review.

cc: Jim Gix

950

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-15-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1140(2) B

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90300

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/15/81

8. FEDERAL ROUTE NUMBER FAU 1140

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Mill Street - 5th Street (Springfield) Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4/6/81 you are authorized to proceed with all phases of Right of Way acquisition for files 51860 through 51881 and 51885 as shown on R/W map 1A-8-2 at a TEC of $100,000 Federal Funds $88,180.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAY 19 '81
REFER TO
[illegible]
FOR
Info | Sign | File

14. DATE 5/15/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

5-12-81

9560

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1140(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90300

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/12/81

8. FEDERAL ROUTE NUMBER FAU 1140

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Mill Street - 5th Street (Springfield) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of April 30, 1981 I approve the revised Preliminary Engineering Costs to a TEC of $65,100 Federal Funds $48,568.

(Increase TEC $24,500 Federal Funds $22,780)

Orig to
5 18 81

RECEIVED
STATE HWY ENGR
MAY 15 '81
REFER TO
Manning
FOR
Info | Inves | R&D | D.R. | Sign | [✓ Act] | File

14. DATE 5/12/81

15. SIGNATURE OF APPROVING OFFICIAL G K

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9560

D

ROW 12

Neil Flanagan, Region 3
Right of Way Supervisor

April 22, 1981

Rod Henry, Assistant
Right of Way Manager

NOTED
H. S. COULTER

File 51855-Southern Pacific
 Transportation Company
Main Street-5th Street
 (Springfield) Section
Centennial Blvd.
Lane County

When you acquire the right-of-way from Southern Pacific for this project, you should also investigate the possibility of acquiring an additional portion of the abandoned right-of-way that will be needed in the future for the Eugene-Springfield Highway. Adrian Olson has indicated that portions of the railroad right-of-way extending 600 feet northerly of "Q" Street will be needed for right-of-way. It would seem appropriate to try to negotiate for the entire right-of-way from a point 600 feet northerly of "Q" Street to the southerly terminus of the right-of-way required for the Centennial Boulevard job.

You might also discuss this with the Region Engineer and see if there is any need to acquire the remainder of the railroad right-of-way between Centennial and Main Street.

Please keep this letter on file with the Centennial Boulevard project and we will discuss it again after we have received authorization to proceed with acquisition.

RH:jr

cc Palmeri
Glen Clark

RECEIVED
STATE HWY ENGR
APR 23 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
[illegible]

9560

B

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

April 6, 1981

TO: D.E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90300
Project No. M-1140(2)
Mill St.-5th St. (Springfield) Section
Lane County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way map 1A-8-2 for the subject project.

I request the following:

1) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $100,000 with an obligation of $88,180 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way maps and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

Funds for this project are available from releases in obligations on other projects by final voucher submissions or other actions.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

9560

Springfield

ROAD DESIGN SECTION

DES 16-1

L. E. George
Traffic Engineer

November 4, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Mill Street-Fifth Street (Springfield)
Centennial Boulevard
Lane County

Attached is a letter and sketch map from the City of Springfield which shows their suggested treatment of the intersection of Centennial Boulevard with 2nd and 3rd Streets (Springfield Highway). Also attached is a print of what we proposed to do at this intersection.

Would you review all these proposals and give us your comments and recommendations as to what the best treatment might be at this intersection.

We would appreciate an answer by November 17 so as to determine the needs for right-of-way and to finalize our plans.

NEM:ja

Attachments

cc N. E. Mann

Springfield

STATE OF OREGON

INTEROFFICE MEMO

TO: Bud Mann
Design Engr. Supervisor

DATE: October 27, 1980

FROM: David L. Jones
Resident Engineer

SUBJECT: 2nd & 3rd St. Intersection
Mill St. - 5th St. Section
Centennial Blvd.

Herewith is a review by the City of Springfield of the proposal you recently sent me for the subject intersection.

klm

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2 Olsen
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OCT 29 1980
ROAD DESIGN SECTION

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BY FINAL DESIGN ENGINEER

CITY OF SPRINGFIELD
SPRINGFIELD, OREGON 97477

PUBLIC WORKS

346 MAIN STREET
726-3753

October 27, 1980

Mr. David Jones
Resident Engineer
Oregon State Hwy. Dept.
1045 Gateway Loop
Springfield, Oregon 97477

Subject: City of Springfield
Mill Street - 5th Street
Centennial Boulevard

Dear Dave,

This is in response to your letter requesting that we review the State's revised design of the intersection of 2nd/3rd Street with Centennial Boulevard. Enclosed is a copy of your sketch with our suggested changes. For your convenience a second copy is also enclosed with the changes noted in red.

Both the State's and the City's design does not provide for trucks making a U-turn from 2nd street onto 3rd Street or vice versa. This inconvenience to the trucking industry should only be temporary since the 2nd/3rd Streets Connector project should eliminate the need for trucks to make U-turns at Centennial Boulevard. Therefore, to help minimize the inconvenience to the trucking industry we would appreciate whatever you can do to expedite the 2nd/3rd Streets Connector project.

Thank you for the opportunity to review and comment on the proposed design.

Very truly yours

Kevin

Kevin Roberts
Traffic Administrator

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RESIDENT ENGINEER
OCT 27 1980
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EUGENE, OREGON

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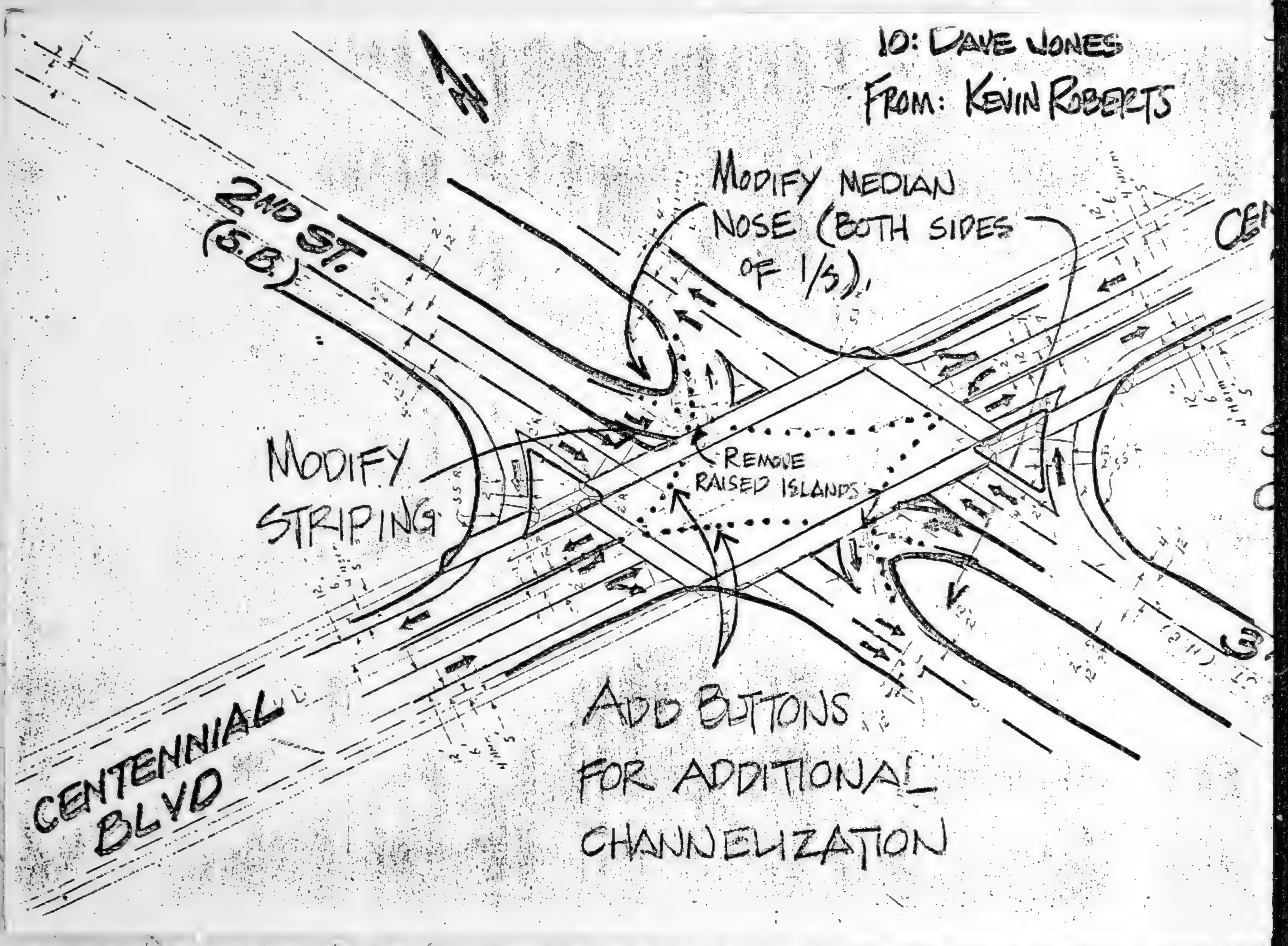
TO: DAVE JONES
FROM: KEVIN ROBERTS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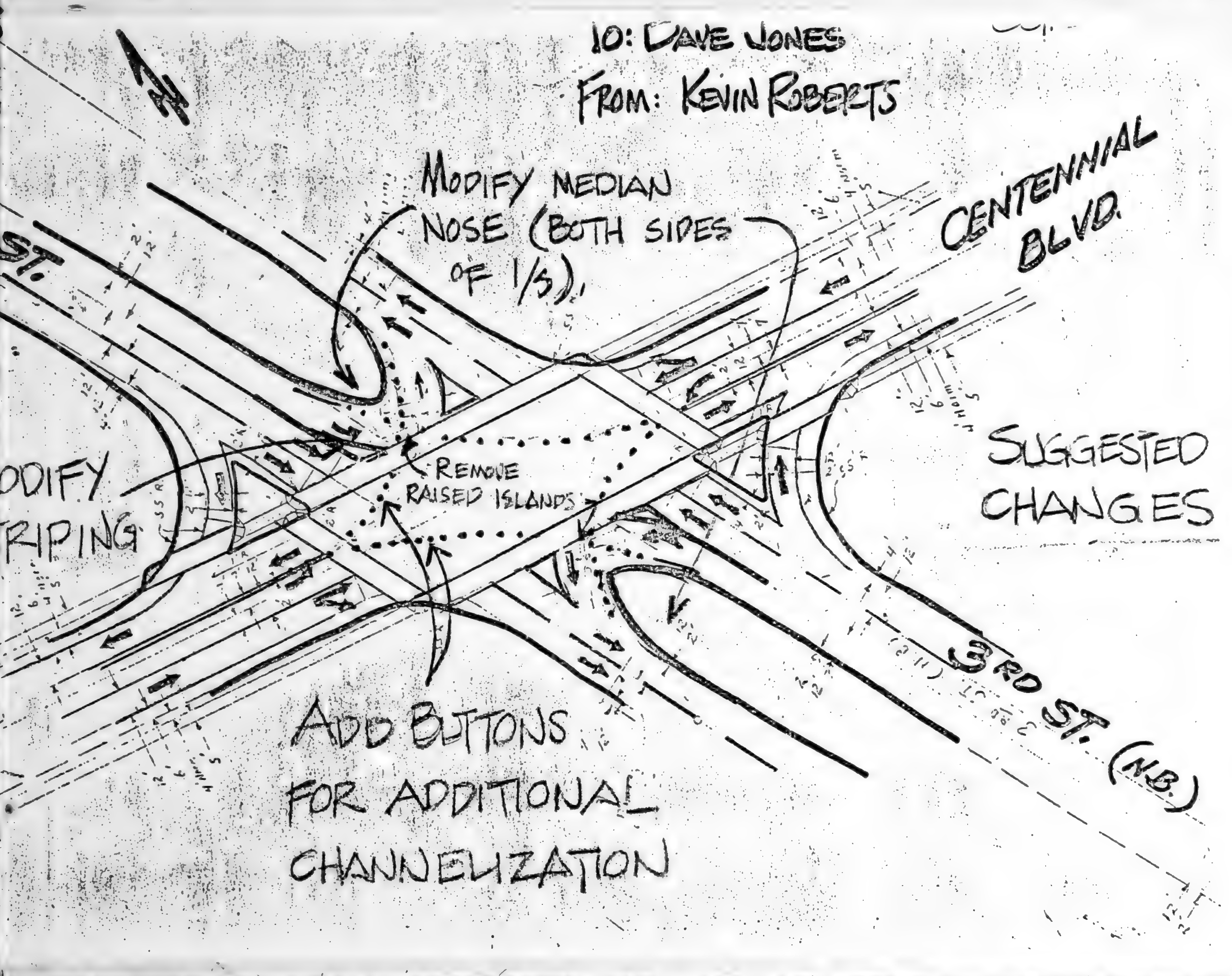

TO: DAVE JONES
FROM: KEVIN ROBERTS

SUGGESTED
CHANGES

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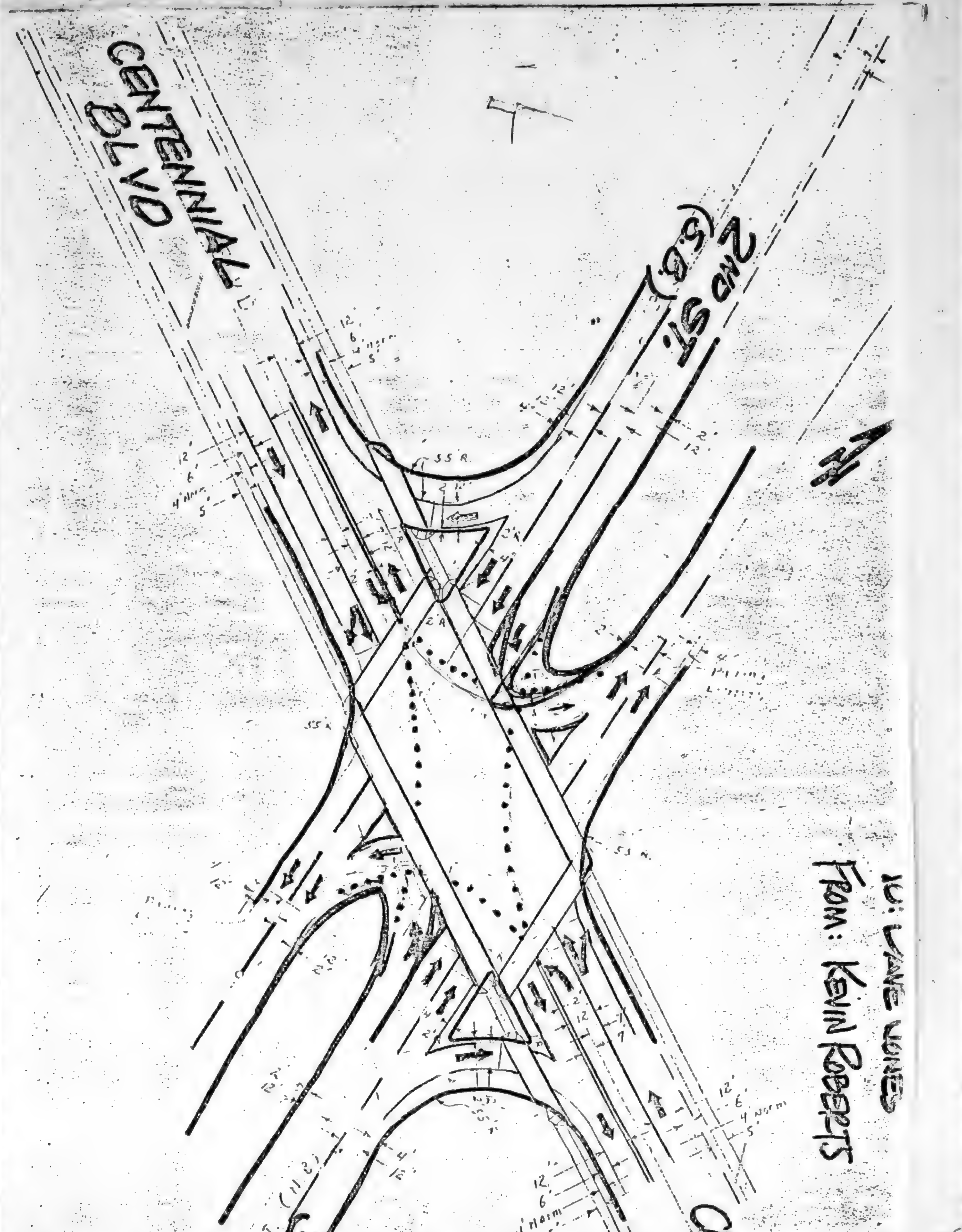
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TO: DAVE JONES
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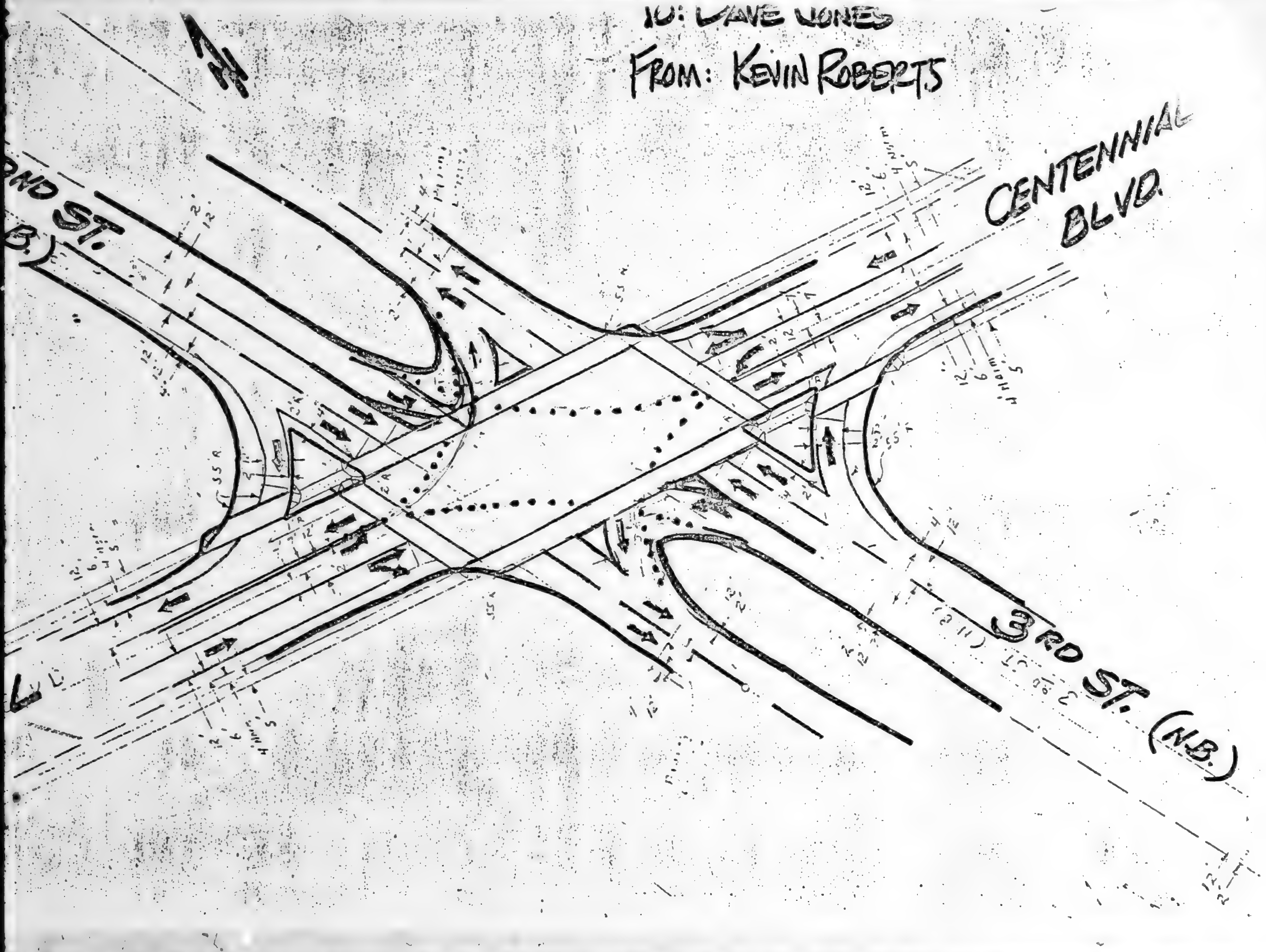
TO: DAVE JONES
FROM: KEVIN ROBERTS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Form FHWA 121 (1/80)

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B

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: M-1140(1) Mill Street - 5th Street
Centennial Blvd. Section - Lane County

Date: October 21, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HRW.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Assistant Right of Way Manager Rod Henry's October 3, 1980 letter requests advanced approval for the employment of special counsel by the City of Springfield to assist in the anticipated procurement of right of way through condemnation. Based on the conditions outlined in Mr. Henry's letter, we approve the employment of special counsel subject to the following:

1. Federal participation will not be eligible for costs of special counsel incurred prior to the authorization of all phases of right of way acquisition on the subject project.

2. The employment of special counsel for Federal-aid right of way procurement shall be by written contract containing as a minimum the following provisions:

    a. Federal-aid project number and location

    b. Description of the work to be done in sufficient detail to show the nature and extent of the services contemplated.
    c. Time period covered
    d. The basis of payment for the services to be furnished
    e. Obligations of the contracting agency
    f. Prohibited interests
    g. Termination of contract
    h. Maintenance of records
    i. Inspection of records
    j. The clauses set forth in appendix A of the Civil Rights Assurances.

If you have questions concerning any of the foregoing, please contact us.

G. L. Green

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STATE HWY [illegible]
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Info

cc:
OSHD(J B Boyd R/W)
OSHD(C Laux Proj Mgt.)

Springfield

STATE OF OREGON

INTEROFFICE MEMO

DES 14

TO: Mr. D. O. Christensen
Final Design Engineer
Attention Mr. N.E. Mann

DATE: October 16, 1980

FROM: Walter Hart
Walter J. Hart
Bridge Engineer

SUBJECT:

Mill St.-5th St. (Springfield)
Centennial Blvd.
Lane County

Additional right-of-way or easements for illumination will not be required if there is a minimum of three feet behind the sidewalk.

If no clearance exists, then permission should be received from the City to locate lighting poles in the sidewalk or between sidewalk and curb if space is available.

GJB:smd

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BY FINAL DESIGN ENGINEER

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7560

Springfield

STATE OF OREGON

INTEROFFICE MEMO

TO: Gordon Ballard, Bridge Section
Jack Cartwright, Utilities
Elmer Scofield, Traffic Section
Bill Zirbes, Traffic Section

DATE: October 13, 1980

Norman E. Mann

FROM: Norman E. Mann
Design Engineer Supervisor

SUBJECT: Mill St.-5th St. (Springfield)
Cenntennial Blvd.
Lane County

Right of way requirements for the subject project are presently being determined.

If right of way or easements for illumination, utilities, signs or traffic signals located outside the roadway will be required, please furnish us with this information at your earliest convenience.

Project programming requires right of way maps and descriptions to be started as soon as possible.

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cc: L. E. George
L. L. Wallace

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Springfield

STATE OF OREGON

INTEROFFICE MEMO

TO: Duane Christensen
Final Design Engineer

DATE: October 6, 1980

FROM: David L. Jones
Resident Engineer

SUBJECT: Mill St. - 5th St. Section
Centennial Blvd
(City of Springfield)

Enclosed is a list of four items the City would like to have considered on the subject project. The crux of their request is that in the hearing and negative declaration they had indicated that there would not be a need for additional R/W west of Mill Street or east of 5th Street. My location survey indicates additional R/W in these locations. We can do a certain amount of widening in these areas keeping within the existing R/W and achieve the necessary channelization with a good striping plan.

Their proposal on Item 4 will be submitted for your consideration at a later date.

klm

cc: Jim Gix
Kevin Roberts

Enclosure

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BY FINAL DESIGN ENGINEER

CITY OF SPRINGFIELD
SPRINGFIELD, OREGON 97477

PUBLIC WORKS

346 MAIN STREET
726-3753

October 2, 1980

Mr. David L. Jones
Resident Engineer
Oregon Department of Transportation
1045 Gateway Loop
Springfield, Oregon 97477

Subject: Centennial Boulevard, Mill Street to 5th Street, FAU Project No. 1140

Dear Dave,

This is a follow up to our meeting on September 29, 1980 pertaining to the proposed design for street improvements for the subject project. The City requests the State to incorporate into the design the following:

1. Delete from the project the proposed tapered widening of Centennial Boulevard, on both the north and south sides, from Water Street to the westerly side of Mill Street;
2. Delete from the project the proposed widening of Centennial Boulevard between the easterly side of 5th Street to 6th Street EXCEPT, for the required transitioning to accommodate the proposed curb returns at the northeast and southeast corners of the intersection of 5th Street with Centennial Boulevard;
3. Widen 5th Street approaches to Centennial Boulevard as proposed by the State. We concur with your proposal. It is our understanding that the proposed widening will not require additional right of way or easements.
4. The median separating 2nd and 3rd Streets at its intersection with Centennial Boulevard should be modified to accommodate bicycles making a left turn movement from either 2nd or 3rd Streets as well as concurrent vehicle left turns. We will forward to you our suggestions in the very near future for your consideration.

RECEIVED
RESIDENT ENGINEER

OCT 06 1980

RE
☐ ☐ ☐ ☐ ☐
EUGENE, OREGON

Very truly yours,

Kevin

Kevin Roberts
Traffic Administrator

KR/bj
TRA 20-1.3

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

October 3, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Special Counsel
Mill Street - 5th Street
Centennial Boulevard Section
FAU 1140
FAP No. PN M-1140C

The City of Springfield has asked for authorization to hire a special counsel to handle condemnation cases on this project. The City does not have a full time counsel, and in order to handle the anticipated condemnation work, it will be necessary to hire Edward C. Harms, Jr., Attorney At Law, on a part time basis. Mr. Harms is currently under agreement with the City of Springfield to perform various legal services on an hourly basis.

Without the use of special counsel the City would not be able to acquire the right-of-way for this project. It is, therefore, in the best interest of the public for the City to proceed in this manner.

The fee set forth in the letter from Mr. Harms appears to be in line with the usual charges for this type of service. The fee is on an hourly basis and is not based on a percentage of the value of the property.

We request your advance approval of this request as required in FHPM Volume 7, Chapter 2, Section 4, Paragraph 9. A copy of the City's request is attached for your information.

RJH:mk

bc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
D. H. Moehring
V. E. Skoog
J. L. Sollis

RECEIVED
STATE HWY ENGR
OCT 6 - '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Form 734-3123

STATE OF OREGON

ROW 12
INTEROFFICE MEMO

TO: Neil Flanagan
Reg. 3 R/W Supervisor

DATE: August 8, 1980

FROM Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR #95
Mill St.-5th St.
Centennial Blvd.
City of Springfield

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached is an original of the subject agreement to be delivered to the City and a copy for your files.

The project will be programmed.

AE
mp
Attach.

cc: A. Shirley, Jr., w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Description, w/c
Title, w/c

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B

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7560

FEDERAL AID PROJECT NO. M-1140(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90300

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 12 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

12-12

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12-6-79	FAU-1140	City Street

GENERAL LOCATION:

Mill Street - 5th Street (Springfield) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of November 29, 1979, I approve the revised preliminary engineering costs to a TEC of $40,600 with Federal participation limited to $35,788.
(Increase TEC $24,100 - Federal Funds $21,338)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-6-79		for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1979-721-018

9560

B

December 4, 1979

AGR 4-1

City of Springfield
City Hall
Springfield, OR   97477

Attention: George P. Vinson
            City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 33-7

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the construction of the Mill Street-5th Street Section of Centennial Boulevard in Springfield.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr
Attachment
bc: Don Harwell (agreement attached)

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-1140(1)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90300

COUNTY NAME Lane

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 16 '79
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10-16 orig Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 10-5-79	FEDERAL ROUTE NUMBER FAU 1140	STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Mill Street - 5th Street (Springfield) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of September 27, 1979, you are authorized to proceed with the work as shown above for a TEC of $16,500 with Federal Funds limited to $14,450.

DATE 10-5-79	SIGNATURE OF APPROVING OFFICIAL G.K. Hossner	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-721-913

FINAL NEGATIVE DECLARATION

MILL STREET - FIFTH STREET

(Centennial Boulevard)

City of Springfield
Lane County, Oregon

Oregon Department of Transportation

and

Federal Highway Administration

FINAL NEGATIVE DECLARATION

MILL STREET - 5TH STREET
CENTENNIAL BOULEVARD
SPRINGFIELD, LANE CO., OR

PROJECT DESCRIPTION AND PURPOSE

The project is located in the northwest portion of the City of Springfield, Oregon. The limits of the proposal are from Mill Street to a point 210 feet east of the center line of 5th Street (a distance of 1/2 mile) on Centennial Boulevard.

The existing section on Centennial Boulevard has two travel lanes. Traffic at the intersections of Mill Street/Centennial Boulevard and 5th/Centennial Boulevard is presently controlled by four-way stops. At the 2nd/3rd Street couplet intersection on Centennial Boulevard, traffic is controlled by a three-phase traffic signal. The median of the couplet contains a railroad spur of the Southern Pacific Transportation Company and intersects Centennial Boulevard.

The project would provide for the widening of Centennial Boulevard from two lanes to three lanes from Mill Street to the point east of 5th Street. It would require an additional 18 foot strip of right-of-way at the intersections to accomodate left-turn refuges, increasing the existing right-of-way from 60 to 78 feet in width. A two-phase signal system would replace the four-way stop sign at the Mill St./Centennial Boulevard intersection. An eight-phase signal system would replace a four-way stop at the 5th Street/Centennial Boulevard intersection and an eight-phase signal system would replace the three-phase signal at the 2nd/3rd Street and Centennial Boulevard intersection. The intersection of 2nd/3rd and Centennial Boulevard would consist of two through lanes; a left-turn lane and a right-turn lane for the north-south approaches and one through lane; and a left-turn lane and a right-turn lane for the east-west approaches. Six foot bike lanes would be placed on the street for each direction of travel. On-street parking would

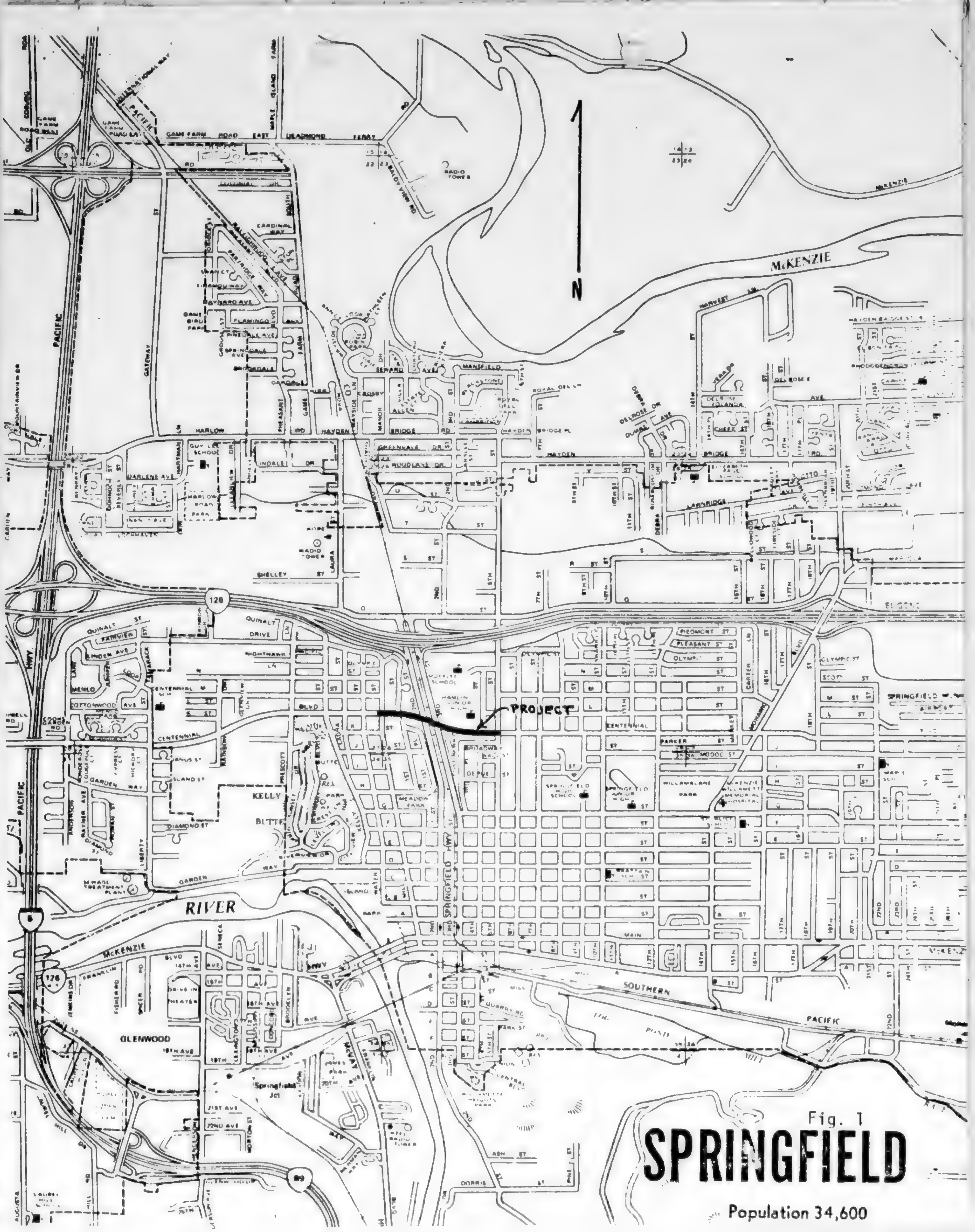
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Fig. 1

SPRINGFIELD

Population 34,600

be removed on the north side of Centennial Boulevard between Mill Street and 2nd Street and on both sides of Centennial between 3rd Street and 5th Street. The estimated cost for this project is $435,000.

The purpose of this project is to increase the level of traffic service and safety. Existing traffic volumes, projected traffic growth and existing accident rates create the need for the project.

PROJECT ALTERNATIVES

The following alternative designs were explored for this project.

Alternative 1 would have provided for three fully signalized intersections. A Rotary Design (see figure 2, Alternative 1, and Appendix B) was proposed for the intersection at 2nd/3rd/Centennial Boulevard. The Rotary would have had an inside diameter of approximately 100 feet and would have been controlled by a four-phase signal system. The east-west traffic would have had four eleven-foot travel lanes and one thirteen-foot left-turn refuge. The north-south traffic on 2nd/3rd Streets would have had only two fifteen-foot travel lanes. A seven foot pedestrian/bikepath would have been provided on both sides of Centennial Boulevard.

As previously mentioned, the Brownsville Spur of the Southern Pacific Transportation Company runs parallel to and between 2nd/3rd Streets, as well as through the intersection of Centennial Boulevard. It once served the area between Springfield and Brownsville but is not now used and may be abandoned. Therefore, no railroad gates or preemptions were contemplated in this alternative. The total estimated cost of Alternative 1 is $510,000.

Alternative 2 would have provided for channelization at the intersection of 2nd/3rd Streets and Centennial Boulevard, and would have provided four travel lanes and left-turn refuges in all directions. The intersection would have been controlled by an eight-phase signal system. The seven foot pedestrian/bikepath would have been provided as in Alternative 1. The total estimated cost of Alterntative 2 for three intersections is $570,000.

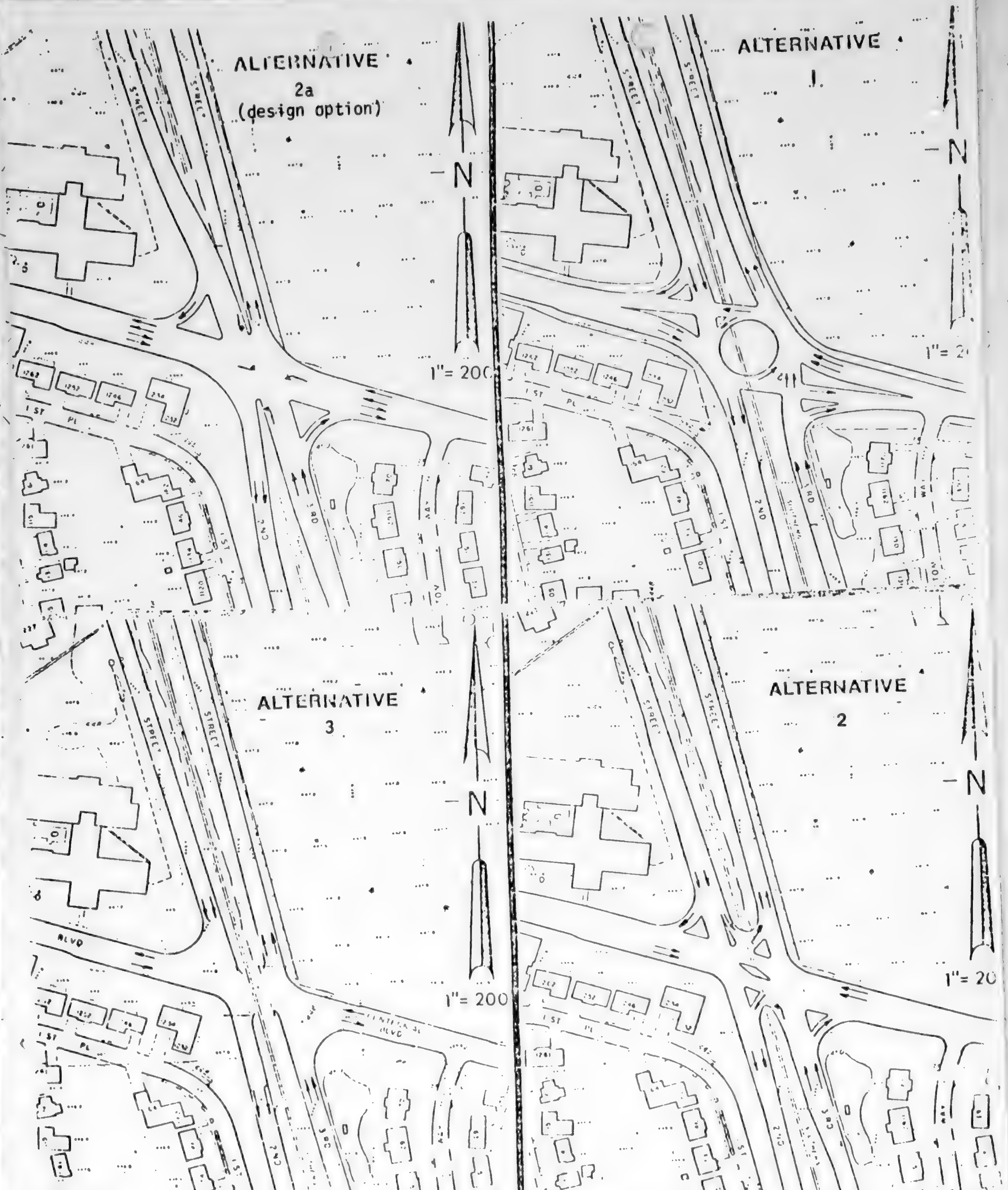
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Fig. 2

ALTERNATIVE 2a
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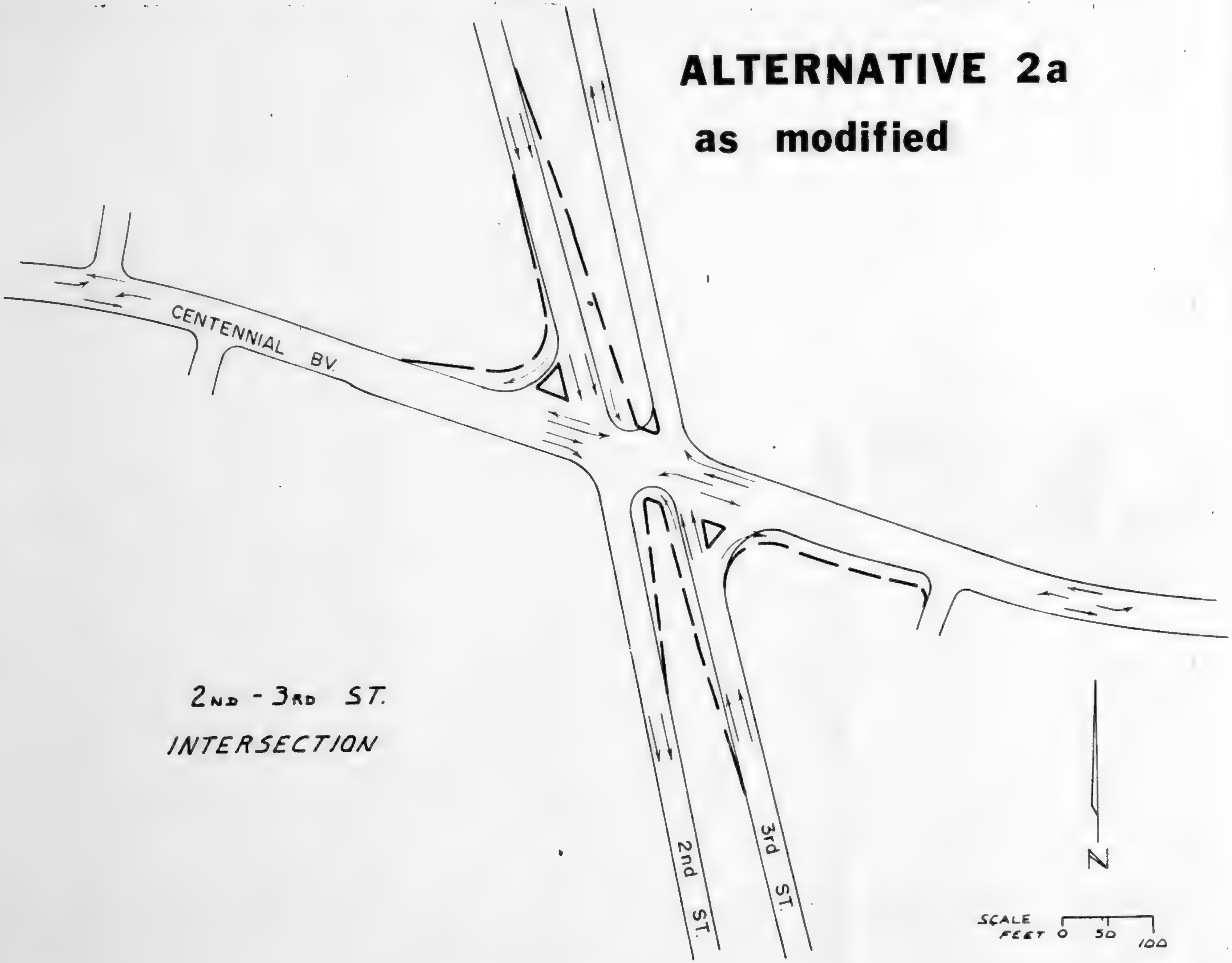
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A possible design option (2a) of Alternative 2 at the 2nd/3rd intersection was considered, based on the following assumptions: (a) The Southern Pacific Transportation Company would abandon the Brownsville Branch Line and (b) The egress and ingress ramps of the Eugene-Springfield Highway would be redesigned and constructed to eliminate the U-turn movement at 2nd/3rd Streets and Centennial Boulevard. The intersection would consist of four travel lanes for both north-south traffic and east-west traffic with left-turn refuge and be controlled by an eight-phase signal. The total estimated cost for this option is $660,000.

Alternative 3 provided for the installation of traffic signals only at all three intersections. Also proposed was a five-foot sidewalk to be installed on the south side of Centennial Boulevard and curb ramps constructed at all intersections. The total estimated cost of Alternative 3 for the three intersections is $210,000.

Alternative 4 is the "no-build alternative" and would provide for routine maintenance only.

After consideration of public hearing testimony (see hearing comments) and review of the draft negative declaration, Alternative 2a, with minor modifications, was selected as the most satisfactory design to meet present and future needs.

EXISTING CONDITIONS

Land Use:

Existing land use along the project route consists of single family residential units, six duplexes, a nursing home and Hamlin Junior High School. Zoning is R-1 (single family residential) with the nursing home operating under a conditional use permit. Figure 3a indicates the locations of the nursing home, school and residences with respect to the project route.

To the north and west of the project area are existing residential districts, while the central business district is located to the south and the Mohawk Shopping district to the east.

The comprehensive land use plan for the Springfield area (the 1990 Plan) calls for continuation of the R-1 zoning along the project route. It is intended that the Centennial Boulevard corridor remain a link between the above mentioned residential and business districts. In addition it will continue to serve as a major arterial connecting the cities of Springfield and Eugene.

Traffic Systems:

Public transit for the metropolitan area is provided by Lane Transit District (LTD). Three separate routes travel through the project site. Two routes intersect with Centennial Boulevard at 5th Street. One turns east along Centennial Boulevard, the other continues north. The third route enters the project area from the south through the intersection of Mill and Centennial Boulevard and extends west on a parallel route.

The Mill Street, 2nd/3rd Streets and 5th Street intersections with Centennial Boulevard have average daily traffic (ADT) volumes of 8,700, 16,000 and 11,900 vehicles respectively. These volumes were derived from a sixteen-hour count taken in the Spring of 1975. Average daily traffic volumes on Centennial Boulevard were about 8,500, and are projected to slightly exceed 15,000 ADT by 1990.

The accident rate for the length of the project along Centennial Boulevard between Mill and 5th Streets is 6.5 accidents per million vehicle miles, compared to a 1976 state highway average of 5.3. The predominant type accident has been right-angle type and secondary rear-end type.

At Mill Street and Centennial Boulevard the intersection is at 82 percent of capacity. The critical leg during peak hour traffic has a 13 second average delay per vehicle northbound. Eastbound vehicles have a 38 second delay. The level of service at this intersection is "C".*

At the 2nd/3rd Streets intersection, the three critical legs during peak hour traffic have a 82 second average delay per vehicle northbound; a 66 second average delay per vehicle southbound; and a 66 second average delay per vehicle eastbound. This intersection is at 89 percent of capacity and the level of service is "E".*

At 5th Street and Centennial Boulevard, the intersection is at 88 percent of capacity during the peak hour with critical legs showing northbound traffic at a 16 second average delay per vehicle and eastbound traffic at an 18 second average delay per vehicle. The existing level of service at the intersection is "D".

The existing pedestrian facilities are limited, the intersection of 2nd/3rd Streets and Centennial Boulevard is the only pedestrian actuated facility. The two other intersections have crosswalks which are controlled by four-way stops. The pedestrian composition of the area includes mainly senior citizens and students, the latter of which attend Hamlin Junior High School and Moffitt Elementary.

City Fire Station 1 is located at 1475 North 5th Street and is 1000 feet north of the 5th Street and Centennial Boulevard intersection. In 1975, Fire Station 1 responded to approximately 500 of the 856 fire alarms in the City. Ninety-five percent of those calls entail going through the intersecton of 5th Street and Centennial Boulevard. If the Fire Department needs to use the freeway, it uses 5th Street and Centennial Boulevard and 3rd Street and Centennial Boulevard as a means to gain access to the on-ramps for the eastbound direction.

Air Quality:

The existing data from Lane Regional Air Pollution Authority (LRAPA) shows that Springfield annually has violated the Oregon State Ambient Air Quality Standard for suspended particulate in the time period 1973 through 1975 in a declining magnitude.

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* For definition of levels of service, see Appendix B.

Carbon Monoxide concentrations in the Centennial Boulevard corridor under the "Worst Case" (Stability Class "E") do not exceed the Oregon State Ambient Air Quality Standard (for more details see impact section).

ENVIRONMENTAL IMPACTS

Alternative 2a, the present proposal, would require the acquisition of about one-half acre of right-of-way at the intersections of Centennial and 2nd/3rd Streets. This will require the removal of one residential garage, the use of potentially abandoned railroad property, and the acquisition of a triangular shaped parcel from the Hamlin Junior High School. The maximum encroachment of school property will be twenty-two feet. A chain link fence will require relocation and some conifer trees will be moved or replaced. The school parcel affected is presently used as a landscape area, and does not contain any playground or active recreational facilities.

Removal of on-street parking provisions reduces the need for additional right-of-way without substantial negative impact. It also permits the separation of bikeways and sidewalks, sought by bikepath proponents at the hearing. Demand for this parking is minimal. Access to abutting housing and institutions is provided by other residential streets or connectors, so most properties face away from Centennial Boulevard (see Figure 3A).

The existing land access to abutting properties is expected to remain unchanged. Access to Centennial Boulevard will be allowed only at dedicated street intersections and existing driveways. The access is controlled by a one-foot wide withholding strip owned jointly by the Housing Authority and Urban Renewal Agency of Lane County and the City of Springfield.

A cultural resource survey revealed no cultural resources of National Register potential. Because of previous development in the area, no archeological resources are expected to be impacted and a survey is not required. A clearance letter from the State Historic Preservation Office is attached (see Appendix A).

There are no natural drainages or faunal habitats in the project area. A small amount of landscaping and four trees will be removed by the project, but no impacts to significant biological resources are anticipated. There are no endangered species nor prime or unique farm lands in the project area.

Materials, sources and disposal of excess will be the responsibility of the contractor, in accordance with all state and local regulations.

Existing noise levels in the project area were determined by measurements taken at 8 sites. A computer model was then used to estimate existing and predict future noise levels. It was determined that noise levels do not appreciably change between the build and no-build alternatives, because build and no-build traffic volumes and speeds are similar. Traffic noise levels for 1978 and 1990 are estimated to be L_{10} 70* and 73 dBA, respectively, at the right-of-way line. The 1990 noise levels exceeds the L_{10} 70 dBA design level (see Figure 3), but the increase would be barely preceptable over existing levels. Impacted receptors include twenty-one single-family residences, four duplexes, McKenzie Manor Nursing Home, and the playing area of Hamlin Junior High School.

Sound barriers (walls and/or berms) for reducing noise levels at these sites were investigated, but are not recommended as a component of this project due to the cost ($145,000-$300,000), and because the project itself will not affect the noise environment to a significant degree. As part of right-of-way negotiations, the City of Springfield may wish to consider wooden fences or other screening as appropriate. Requests for exceptions to achieving design noise levels will be made in the Noise Study Report prepared for this project.

* Sound levels exceeded 10 percent of the time.

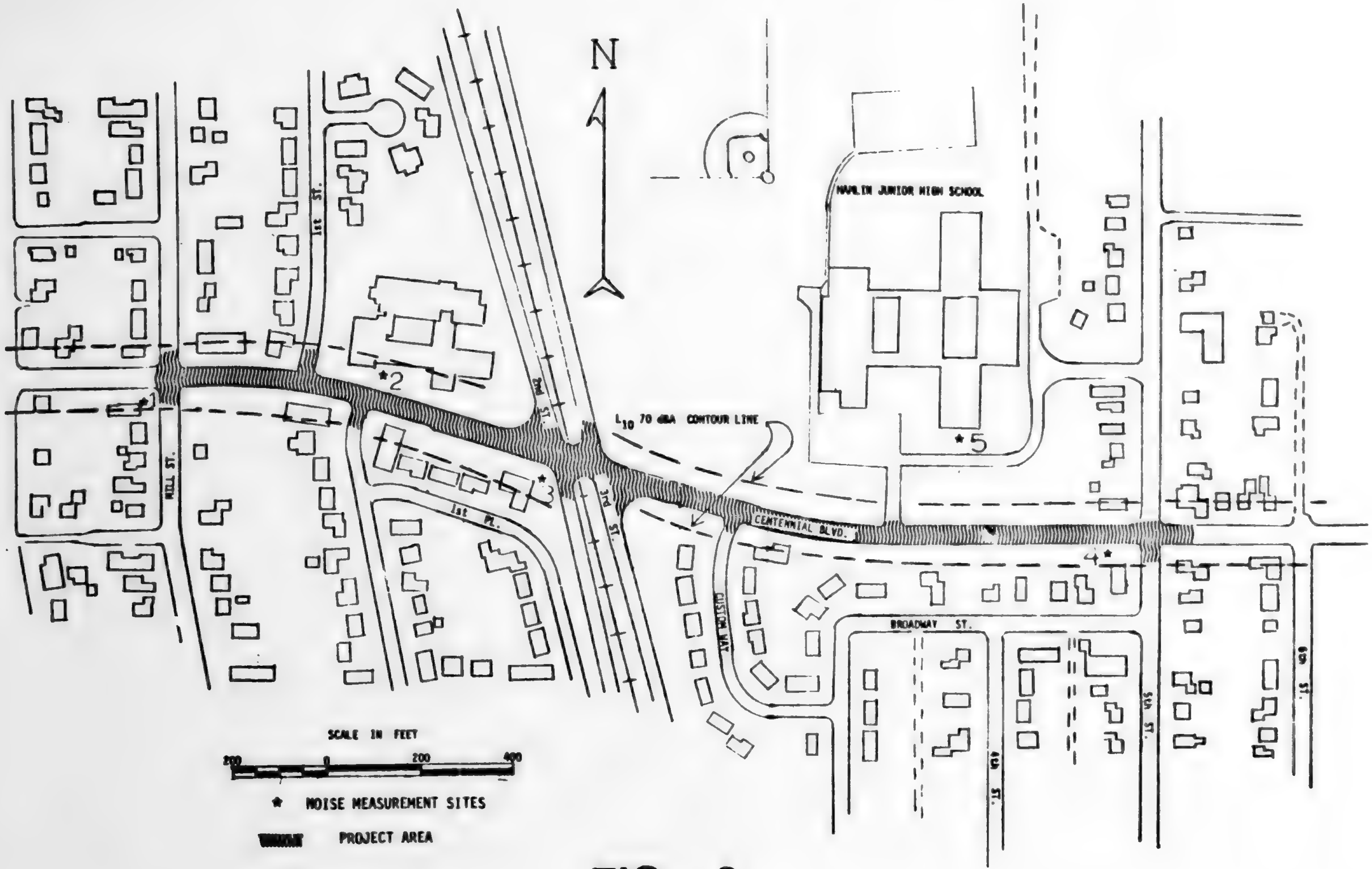

N
MILL ST.
1st ST.
2nd ST.
3rd ST.
1st PL.
HAMLIN JUNIOR HIGH SCHOOL
L_{10} 70 dBA CONTOUR LINE
CENTENNIAL BLVD.
CUSTOM WAY
BROADWAY ST.
4th ST.
5th ST.
6th ST.
1
2
3
4
5
SCALE IN FEET
200
0
200
400
★ NOISE MEASUREMENT SITES
▨ PROJECT AREA

FIG. 3

NOISE CONTOUR MAP

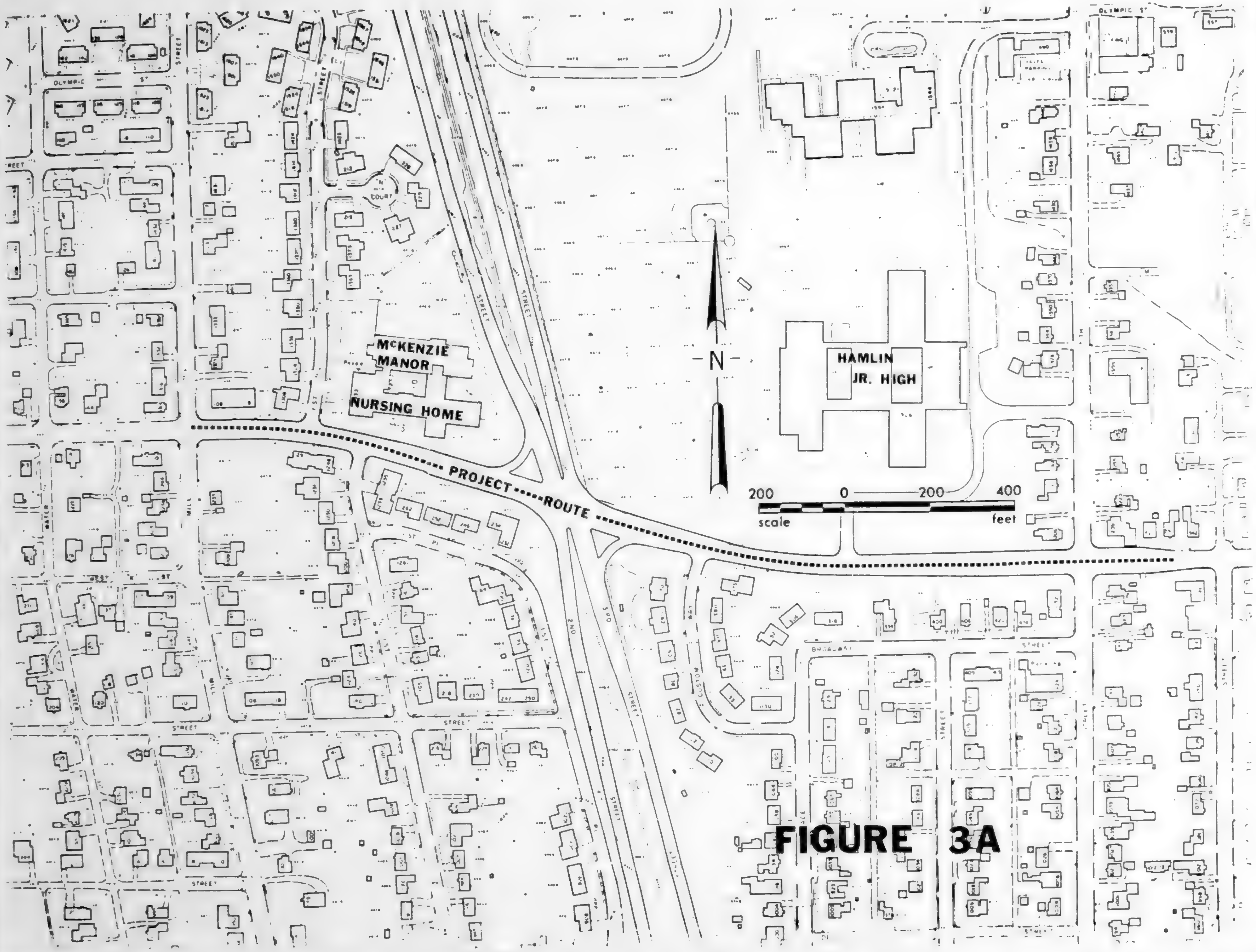

McKENZIE
MANOR
NURSING HOME
HAMLIN
JR. HIGH
PROJECT ROUTE
N
200
0
200
400
scale
feet
OLYMPIC ST
COURT
STREET
2ND
3RD
CUSTOM
WAY
BROADWAY
WATER
MILL

FIGURE 3A

Areas adjacent to the project will be exposed to additional noise levels from the construction equipment used. If the City decides to incorporate screening or wooden fences into the project design, placement before the major portion of road construction ensues will lessen construction noise impacts.

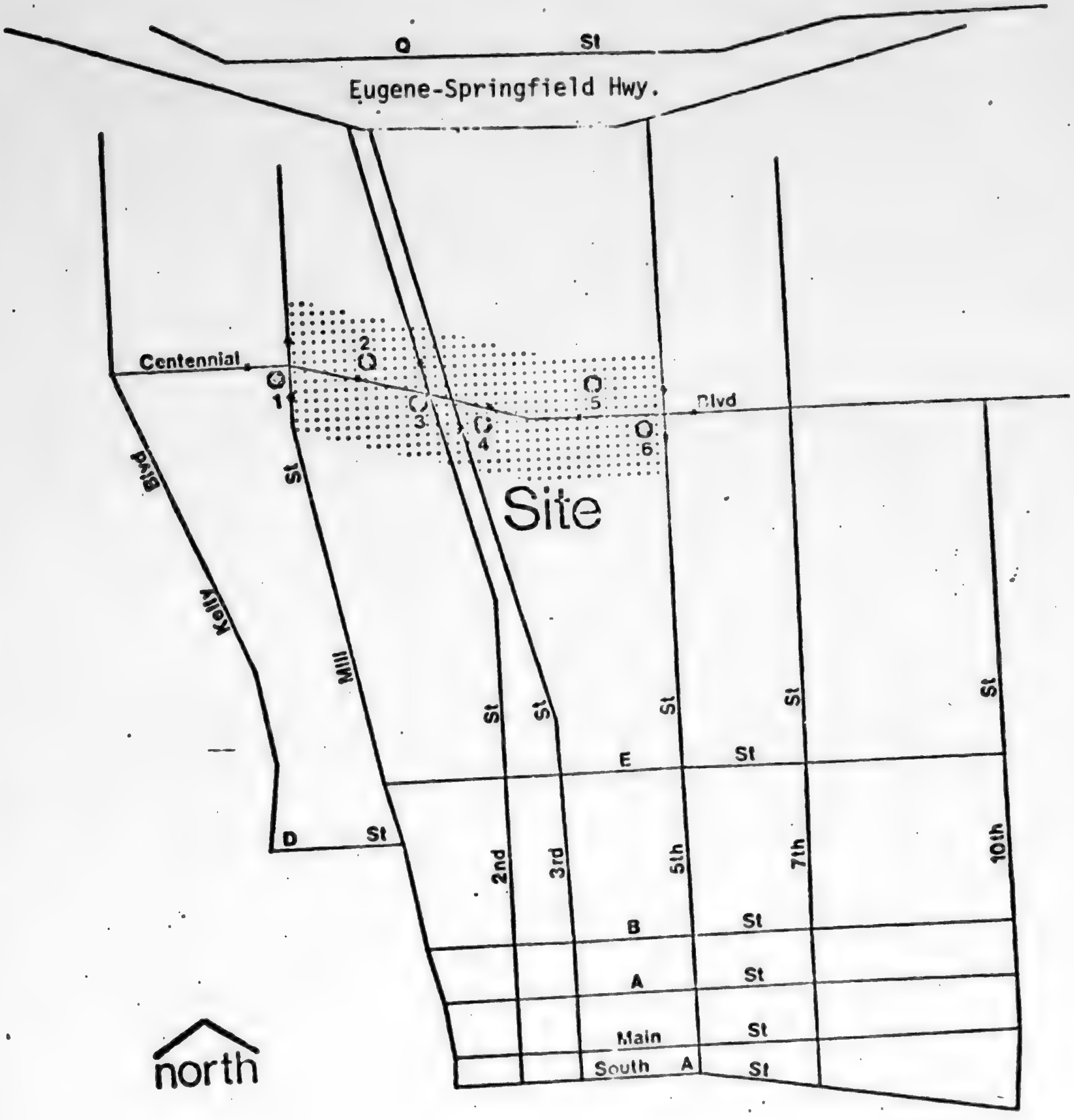
Another means of mitigating construction noise will be prohibiting construction work on Sundays, legal holidays and on other days between the hours of 10:00 p.m. and 6 a.m. This requirement will be included in the construction specifications. Exceptions may be approved by the project engineer.

Air quality predictions were made through the use of air quality computer programs. Street links in the area where traffic flow would be affected and six "receptor" sites on Centennial Boulevard were selected (see Figure 4). Utilizing the entire roadway network presented in Figure 4, carbon monoxide (CO) concentrations. using worst case assumptions, were determined for the one-hour and eight-hour conditions. The results show that the predicted CO concentrations for 1976 do not exceed the one-hour standard (35 milligrams per cubic meter) or the eight-hour standard (10 milligrams per cubic meter).

An evaluation at the receptors showed receptor 3 to exhibit worst-case concentrations, since it had the highest eight-hour and peak hour predictions for 1980. Predictions were made utilizing stability class "E" with a wind direction of 0.0 degrees. The other receptors had much lower levels under assumed worst-case meteorological conditions.

The maximum eight-hour CO concentration predicted for the project route was 8.53 mg/m^3. Predicted CO concentrations for the existing facility would be just slightly over the eight-hour FHWA standard of 10.0 mg/m^3.

In addition to CO, oxides of nitrogen and sulfur, lead, and particulates were evaluated. It was determined that there would be no significant changes for these pollutants, and that this project would not contribute to the violation of existing standards in the project area.


Q St
Eugene-Springfield Hwy.
Centennial
Blvd
1
2
3
4
5
6
Site
Kelly Blvd
Mill St
2nd St
3rd St
5th St
7th St
10th St
E St
D St
B St
A St
Main St
South A St
north

*Street links on which traffic flow would be directly affected by the proposed project.

● Receptor Location

Scale:1" = 1000'

air quality map

fig. 4

Based on the above, this project is within the eight-hour CO standard of 10.0 mg/m^3 and therefore, consistent with the State of Oregon Clean Air Implementation Plan.

Traffic analyses for the Mill - 5th Street section of Centennial Boulevard and associated street links, indicate that there would be little effect on traffic volumes for 1980 due to completion of the project.

DESIGN HEARING RESULTS AND RESPONSE

A corridor - design public hearing for the improvement to Centennial Boulevard, Mill Street - 5th Street, was held at 7:30 P.M. on February 22, 1978 at the Springfield Utility Board Conference Room, 250 North 'A' Street, Springfield, Oregon. In addition to representatives from the City of Springfield and the Oregon State Highway Division, approximately sixteen persons were present.

Prior to the public hearing, the draft negative declaration was submitted by mail to all involved agencies, property owners and residents for review and comment.

The following is a summary of the objections, comments, and suggestions received both at the hearing and in response to the draft negative declaration.

Traffic concerns:

- Increased noise and exhaust pollution (4)*
- Greater traffic proximity (2)

Bikepath/Sidewalk concerns:

- Object to south sidewalk (5)
- Object to 7-foot sidewalk as inadequate (2)
- Want on-street bikelanes
- Bikepath will increase litter
- Want pedestrian overpass at 2nd and 3rd Streets

* Number of commenters.

Property Loss:

- Loss of hedge, garden space, parking space (2)
- Loss of property, reduction below minimum size, loss of value (2)

Miscellaneous:

- Loss of trees (2)
- Propose parking removal in lieu of street widening (3)
- Keep encroachment on RR right-of-way to minimum

The following responses are directed to the comments and objections summarized above.

1. Various objections to widening of the existing Centennial Boulevard right-of-way.

Response: Since the widening of Centennial Boulevard is fundamental to improving this corridor, the need for some additional land is unavoidable. Effort will be made during the right-of-way negotiations to achieve a solution satisfactory to the property owners and compensation and benefit required by law will be provided.

2. Various objections to inclusion of the 7-foot sidewalk/bikepath.

Response: It is felt that the close proximity to Hamlin School requires that adequate pedestrian and bicycle facilities be a part of this project.

The reduction of the number of traffic lanes from four to three and the placement of bicycle lanes on the roadway in conjunction with a 5-foot pedestrian sidewalk, were in direct response to these objections.

BASIS FOR NEGATIVE DELCARATION

It is the conclusion of the Oregon Department of Transportation that this project constitutes a "Major Action" as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the action will not have a significant impact upon the quality of the human environment of a magnitude to require the processing of an environmental impact statement.

Concurred in by:

E J Hunter Asst. State Highway Engineer	5-15-79 Date
FHWA Division Administrator	6-8-79 Date

Appendix A

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Branch
525 TRADE STREET S.E., SALEM, OREGON 97310

DATE: April 25, 1977

Mr. Pieter Dykman, Research Coordinator
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Re: Mill St. to 5th St.
Centennial Blvd.
Springfield, Oregon
Lane County

Dear Sirs:

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeologic sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern.

Sincerely,

Paul B Hartwig

Paul B. Hartwig
Historic Preservation Coordinator

EL:ko

CITY OF SPRINGFIELD
SPRINGFIELD, OREGON 97477

OFFICE OF THE
MAYOR

325 NORTH A STREET
726-3700

February 27, 1978

Glen L. Clark
Regional Federal Aid Urban Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

SUBJECT: Centennial Blvd., Mill Street - 5th Street Improvement Project

Dear Mr. Clark,

On behalf of the City of Springfield, I would like to take this opportunity to endorse the improvement project for Centennial Blvd., Mill Street - 5th Street. This project will provide much needed relief from the existing traffic congestion along this route, will reduce the number of traffic accidents, and will improve the City's transportation system.

Very truly yours,

Vern Meyer

Vern Meyer,
Mayor

APPENDIX B

DEFINITIONS

Average Daily Traffic - The total volume during a given time period, in whole days greater than one day and less than one year, divided by the number of days in that time period, commonly abbreviated as ADT.

Borrowed Materials - Engineering term meaning imported noncontaminated granular material. Example: barrun, rejected sand, pea gravel, or 3/4" - 0 to 1½" - 0 crushed rock, compacted mechanically.

Channelization - The separation or regulation of conflicting traffic movements into definite paths by the use of pavement markings, raised islands or other suitable means.

Fire Pre-empted System - The system assigns priority at the intersection to emergency upon demand by interrupting the normal traffic control signal sequence to provide a green light.

Levels of Service - Level of Service A: This is a condition of free flow, accompanied by low volumes and high speeds. Traffic density will be low, with uninterrupted flow speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

Level of Service B: This occurs in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been used in the design of rural highways.

Level of Service C: This is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes or pass. A relatively satisfactory operating speed is still obtained, with service volumes suitable for urban design practice.

Level of Service D: This level of service approaches unstable flow, with tolerable operating speeds being maintained, though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low. These conditions can be tolerated, however, for short periods of time.

APPENDIX B Continued

Level of Service E: This cannot be described by speed alone, but represents operations at lower operating speeds, typically, but not always, in the neighborhood of 30 miles per hour, with volumes at or near the capacity of the highway. Flow is unstable, and there may be stoppages of momentary duration. This level of service is associated with operation of a facility at capacity flows.

Levels of Service F: This described a forced-flow operation at low speeds, where volumes are below capacity. In the extreme, both speed and volume can drop to zero. These conditions usually result from queues of vehicles backing up from a restriction downstream. The section under study will be serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion.

Leg - That part of any one of the roadways radiating from an intersection which is outside the area of the intersection proper.

Negative Declaration - A written document in support of a determination that should the proposed highway section improvement be constructed, the anticipated effects upon the human environment will not be significant.

Peak Hour - The highest number of vehicles found to be passing over a section of a lane or roadway during 60 consecutive minutes.

Phase - A part of the time cycle allocated to any traffic movement or to any combination of traffic movements receiving the right-of-way simultaneously during one or more intervals.

Rotary Intersection - A confluence of three or more intersection legs at which traffic merges into and emerges from a one way roadway in a counterclockwise direction around a central area.

B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

April 2, 1979

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED
GARY A. POTTER

SUBJECT: Mill St.-5th St. (Springfield)
Centennial Blvd. FAUS 1140
Lane County, Oregon

TO: Anthony J. George
Engineering Coordinator
Environmental Section

HUNTER

As requested in your March 20, 1979 letter, Mr. Hunter, Versteeg and myself met and discussed the subject project in detail. The decision is as follows: No noise mitigation will be installed as part of the project and the noise study report will be prepared for FHWA approval requesting exceptions for the entire project and all receptors. Please proceed with the final report preparation.

The following points represent the criteria used in the decision and may be included in the noise report as appropriate so that the rationale may be understood by your staff, FHWA, and the City of Springfield.

A. There is very little change in the noise environment in the project limits between the Build and No-Build alternatives.

B. Where Right-of-Way is required, fencing or screening, landscape materials, etc., will be part of the Right-of-Way agreement as negotiated between the city, State and the affected property owner.

C. The final noise study report should read that the project will not include noise barriers, but that the City of Springfield may wish to consider wooden fences or other screening as appropriate during the Right-of-Way negotiation phase.

D. Even if no Right-of-Way for the roadbed is required from nearby receptors, the City of Springfield may wish to consider screening as part of the project if it is consistent with local policy, building and zoning codes, and the comprehensive plan.

E. Final Design will proceed to work up the construct plans consistent with the foregoing, and await the City's instructions after the noise report and final negative declaration have been approved by FHWA.

RECEIVED
TECHNICAL SERVICES
APR 4 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

One final note, the processing of a final negative declaration is made possible by the conclusion that the project "will not significantly effect the quality of the human environment". The conclusions offered in this memo do not, in my opinion, warrant changing the overall conclusion regarding the projects classification.

I would be available to discuss this memo with you.

GAP:brl

cc: E. S. Hunter
J. H. Versteeg

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
March 20, 1979
Salem, OR 97310

FILE: Springfield

FROM: Tony George, Engineering Coordinator
Environmental Section
Tony

SUBJECT: Recommended Traffic Noise Mitigation
Mill St.-5th St. (Springfield)
Centennial Blvd. FAUS-1140
Lane County

TO: E. S. Hunter
Asst. State Highway Engineer

Gary A. Potter, Manager
Environmental Section

J. H. Versteeg
Head of Engineering

Attached is the completed noise study report for the subject project. The project is a Type I-A (partial control of access) and therefore request for exceptions to achieving the FHWA design noise levels have been incorporated in the report.

In brief, the report identifies noise impacts to a school, nursing home and numerous residences. Several forms of mitigation were investigated, including, 6 and 8 foot high walls made of wood, concrete block and precast concrete. The 8 foot wood wall is the recommended form of mitigation since it is the cheapest and most dBA effective. If all noise impacts were to be mitigated, it would require 3230 feet of barrier with a cost of $200,000-$300,000, depending on the materials used. The mitigation recommended in the report would be 1330 feet of barrier at a cost of $80,000. This includes mitigation for the nursing home and for all residences which will have existing fences and screening vegetation removed by the project. Construction time constraints are recommended for the entire project.

Your approval of the recommended mitigation is requested. It is my opinion that the recommended mitigation is the minimum needed to eliminate all significant adverse impacts, therefore allowing the processing of the Negative Declaration. Following the decision on mitigation, report will be forwarded to the City of Springfield for concurrence and then the Final Negative Declaration will be completed.

TG:lb

Attachment

RECEIVED
MAR 21 1979
ROAD DESIGN SECTION

___ Versteeg ___
___ Anderson ___
___ Christenson ___
___ Olson ___
___ Sullivan ___
___ Terpin ___
___ Trout ___
___ Wakeriig ___

Do Not File ☑
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Bring Up ___/___/___
Action ___

1520   2-79

FINAL NEGATIVE DECLARATION
NOISE STUDY REPORT

Mill St.-5th St. (Springfield)
Centennial Blvd. FAUS-1140
Lane County

RECEIVED
JUN 22 1982
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
/ Trout
Wakerlig

Do Not File ☐
Return To
Bring
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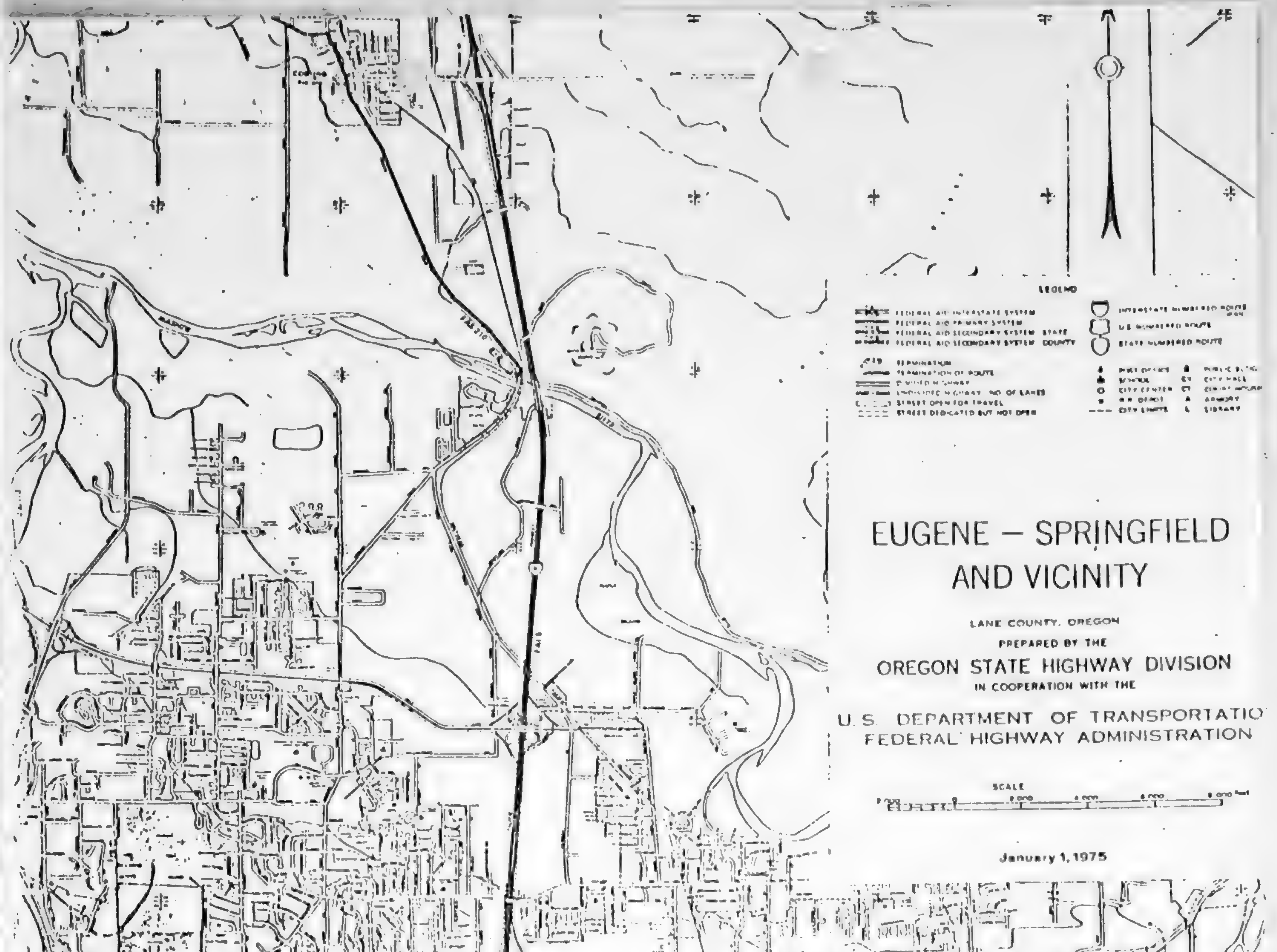
Prepared by
Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Environmental Engineer

February 1979

10335
Anthony J George Jr
J. GEORGE JR.


LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
TERMINATION
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
EUGENE – SPRINGFIELD
AND VICINITY
LANE COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATIO
FEDERAL HIGHWAY ADMINISTRATION
SCALE
January 1, 1975
SITE
EUGENE
SPRINGFIELD

MILL ST.-5TH ST. (SPRINGFIELD)
CENTENNIAL BLVD. FAUS-1140
LANE COUNTY

I. Description of Project

The project is located in the northwest portion of the City of Springfield. Centennial Boulevard will be widened to three lanes from Mill Street to a point 210 feet east of the centerline of 5th Street. Additional lanes will be constructed at the three intersections for turning movements. Six-foot bike lanes on each side of the roadway will also be incorporated into the project.

Partial control of access* along the project classifies this as a Type I-A project, according to FHPM 7-7-3.

II. Detailed Noise Analysis

A. Activities or Land Uses Adjacent to Project

The predominant land uses adjacent to Centennial Boulevard are residential and institutional. Development consists of single-family residential homes, four duplexes, a senior citizens' home, and Hamlin Junior High School. Zoning in the project area provides for single-family residential development.

B. Measured Noise Levels

The traffic noise analysis for the proposed project was handled by Northwest Environmental Technology Laboratories,

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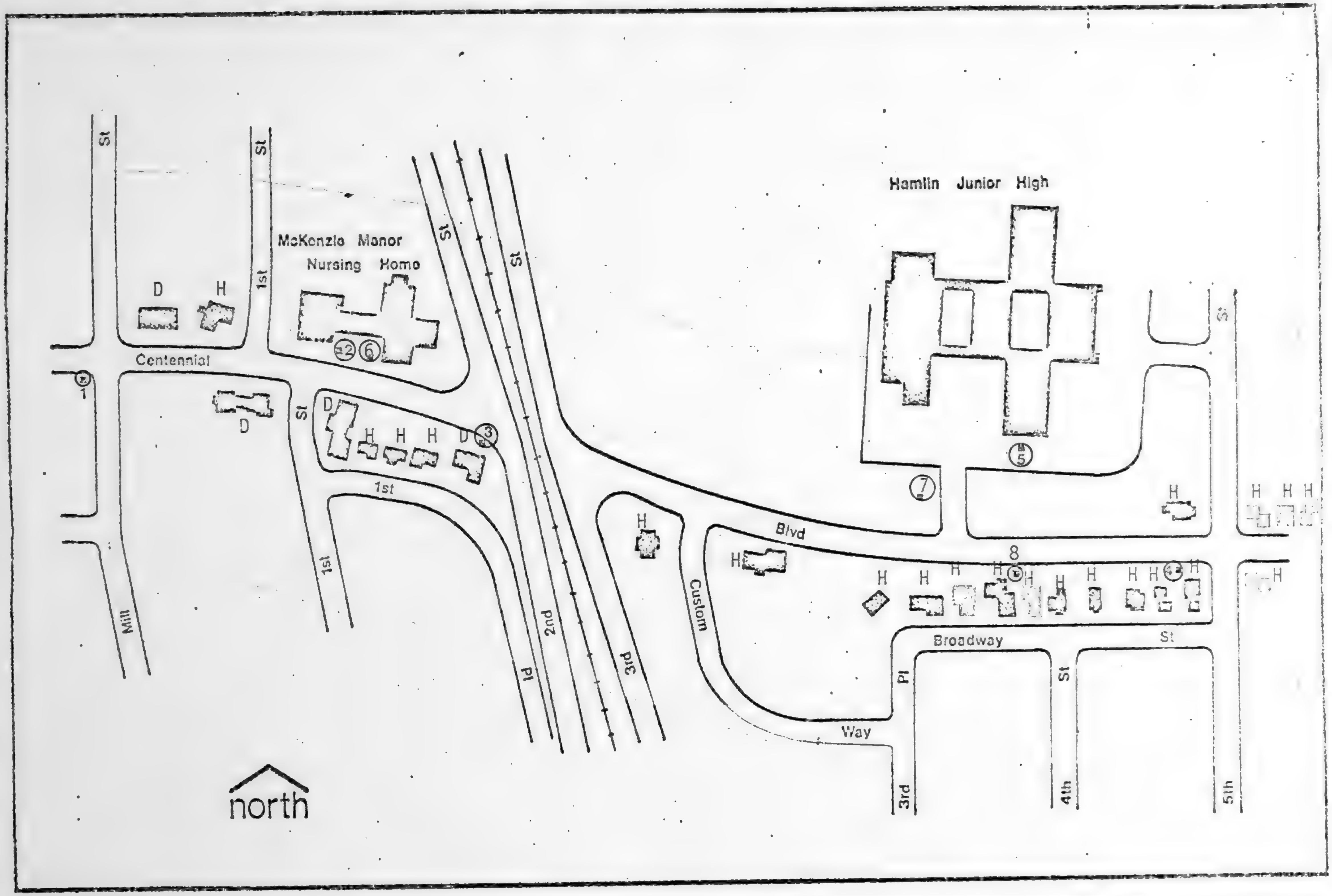
*Negative Declaration, City of Springfield, pg. 6.

Inc. N.E.T.L. acted as the environmental consultant for the City of Springfield in preparation of the Negative Declaration for this project.

The consultant chose five site locations at which to take noise measurements (see Figure 1). Measurements were made to get a feeling for the existing noise environment, to determine possibilities of traffic generated noise impacts on receptors, and to produce data upon which to check the prediction methodology. Detailed descriptions of the site locations can be found in Table 3. The field measurements were conducted on July 12 and 13, 1975; see summarized data in Table 4. Several measurements show the existing noise levels (1976) exceeding design levels as given in FHPM 7-7-3, particularly when computed at the right-of-way, thirty feet from the roadway centerline.

On September 15, 1978, three additional noise measurements were made by the Environmental Section. The measurements were needed as a check on the consultant's projected 1978 noise levels and to determine if the adjustments would be necessary in the computer prediction model. Locations of the three sites, numbered 6, 7, 8, are as follows: Site #6 is on the north side of Centennial Boulevard in front of McKenzie Manor Nursing Home; Site #7 north side of Centennial Blvd. in front of Hamlin Junior High School, 16 feet north of school entrance; and Site #8 south side of Centennial Blvd., in backyard of residence at 322


Hamlin Junior High
McKenzie Manor
Nursing Home
Centennial
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4th
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St
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H H H
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north

Noise Measurement Sites ⊙

Impacted Receptors

H- House
D- Duplex

Scale:
1"=275'

noise
site map

fig. 1

Broadway Street. See Table 1 for distances from road centerline and recorded traffic volumes.

The measurement sites were selected as being representative of the neighborhood and its noise environment. Existing noise levels are predominantly related to traffic generated noise from Centennial Blvd. at these locations.

Two microphones were set up at Site #8 to check existing noise levels at the right-of-way and in the backyard of a residence. The purpose was to see what positive effect a six-foot wood fence would have upon mitigating noise levels from Centennial Blvd. Assuming a soft site drop-off rate of 5 dBA per doubling of distance, the fence provided a 6 dBA L_{10} reduction in noise levels.

C. Predicted Traffic Noise Levels

Northwest Environmental Technology Laboratories, Inc., has predicted 1978 noise levels ranging from L_{10} 66 to 69 dBA along Centennial Blvd. at seventy-five feet from the curb. Assuming a 4 dBA drop-off rate the resulting noise levels at the right-of-way line (30 feet from road centerline) would be L_{10} 70 to 73 dBA for 1978.

Peak hour traffic volumes were examined for 1978 and 1990. The traffic volumes used in the noise prediction analysis are shown in Table 2. The traffic data for 1976 was supplied by the City of Springfield Department of Public Works. They

TABLE 1

Field Data-September 15, 1978
Noise Measurements and Observed Traffic Volumes
Centennial Blvd.

Site	Time	Measured Noise Level (dBA)		Distance Rec. to C/L (feet)	Speed (mph)	Traffic Volume (veh/hr)		
		L_{10}	L_{eq}			Cars	Light Trucks	Heavy Trucks
6	1100	68	65	50	30	749	11	6
7	1300	63	60	100	35	672	0	0
8	1400	71	68	32	38	750	6	0
*8	1400	60	59	64				

* Same measurement (2nd microphone set-up) in backyard behind fence.

anticipated a 5% traffic growth per year through 1985 and 3% thereafter in the project area.

TABLE 2

TRAFFIC DATA

	Average Daily Traffic	Speed (mph)	Peak Hour (1630-1730) Total Volume	Peak Hour (1630-1730) Light Trucks	Peak Hour (1630-1730) Heavy Trucks
1976	8,500	17	775	10	4
1978	9,371	17	854	11	4
1990	15,287	17	1,394	18	7

The NCHRP Report 117/144 computer model was used to predict noise levels at the right-of-way line (minimum 16 feet distance from right-of-way line to centerline of nearest lane of traffic). This model computes noise levels using vehicular volumes, the truck percentage, the vehicular speeds, and topography.

Traffic noise was analyzed at the right-of-way to determine if the residences adjacent to Centennial Blvd. would be impacted. Peak hour traffic volumes were examined for 1978 and 1990. Because predicted noise levels had been averaging approximately two dBA higher than measured levels for observed traffic (see Table 5), light truck volumes were included with the automobile totals as an adjustment to the model. The adjustment successfully correlated predicted noise levels with measured noise levels.

Noise levels do not appreciably change between the build and no-build alternative. In fact, the two alternatives have little effect on vehicular speeds.* Traffic noise levels for 1978 and 1990 are projected to be L_{10} 70 and 73 dBA, respectively. The projected 1990 noise level exceeds the L_{10} 70 dBA design level (this level is given in FHPM 7-7-3 as maximum level for residences, school, churches, and other activities listed in Category "B," Exhibit 1).

D. Traffic Noise Impacts

All development along Centennial Boulevard located adjacent to the right-of-way line will be impacted by traffic generated noise levels in excess of design levels in the year 1990 (see Figure 1). Measured noise levels and the projected 1990 levels, indicate areas adjacent to the project will be impacted up to approximately 100 feet from the road centerline of Centennial Boulevard. Impacted receptors include twenty-one single-family residences, four duplexes, and Hamlin Junior High School.

McKenzie Manor Nursing Home is also impacted by traffic levels from Centennial Blvd. Noise levels exceed the

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*Negative Declaration, City of Springfield, Appendix B, Average Speeds.

EXHIBIT #1

DESIGN NOISE LEVEL/ACTIVITY RELATIONSHIPS 1/

Activity Category	Design Noise Levels - dBA 2/ $L_{eq}(h)$	Design Noise Levels - dBA 2/ $L_{10}(h)$	Description of Activity Category
A 3/	57 (Exterior)	60 (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B 3/	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	--	--	For requirements on undeveloped lands see paragraphs 11a and c.
E 4/	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1/ See Paragraph 8 for method of application.

2/ Either L_{10} or L_{eq} (but not both) design noise levels may be used on a project.

3/ Parks in Categories A and B include all such lands (public or private which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.

4/ See Paragraphs 8a, d, and e for method of application.

L_{10} 55 interior design level (this level is given in FHPM 7-7-3 as maximum interior level in Category "E," Exhibit 1). Interior noise level predictions were computed by subtracting 10 dB from the predicted exterior noise levels. The 10 dB reduction in noise levels results from an assumed exterior to interior noise reduction in the building with an open window condition.

E. Evaluation of Noise Abatement Measures

1. Feasibility of Mitigation

Many residents voiced concern for the high noise levels along Centennial Blvd. at the public hearing for this project. People objected to the street widening due to encroachment of increased traffic noise. Certain parties also objected to loss of trees and shrubbery along property line as a result of proposed widening. Representatives of McKenzie Manor expressed concern about the closeness of the street to residents of the nursing home and the safety hazard this posed to their residents.

A possible means of mitigating traffic generated noise levels can be accomplished by sound barriers, such as suitable walls or earthen berms. Sound barriers should be long enough or situated so as to prevent the flanking of noise around the ends of barriers. Barriers must also be continuous without breaks or holes to be effective. While sound walls were determined to be feasible, earth berms, on the other hand, were found to be infeasible because of the physical setting and limited right-of-way width.

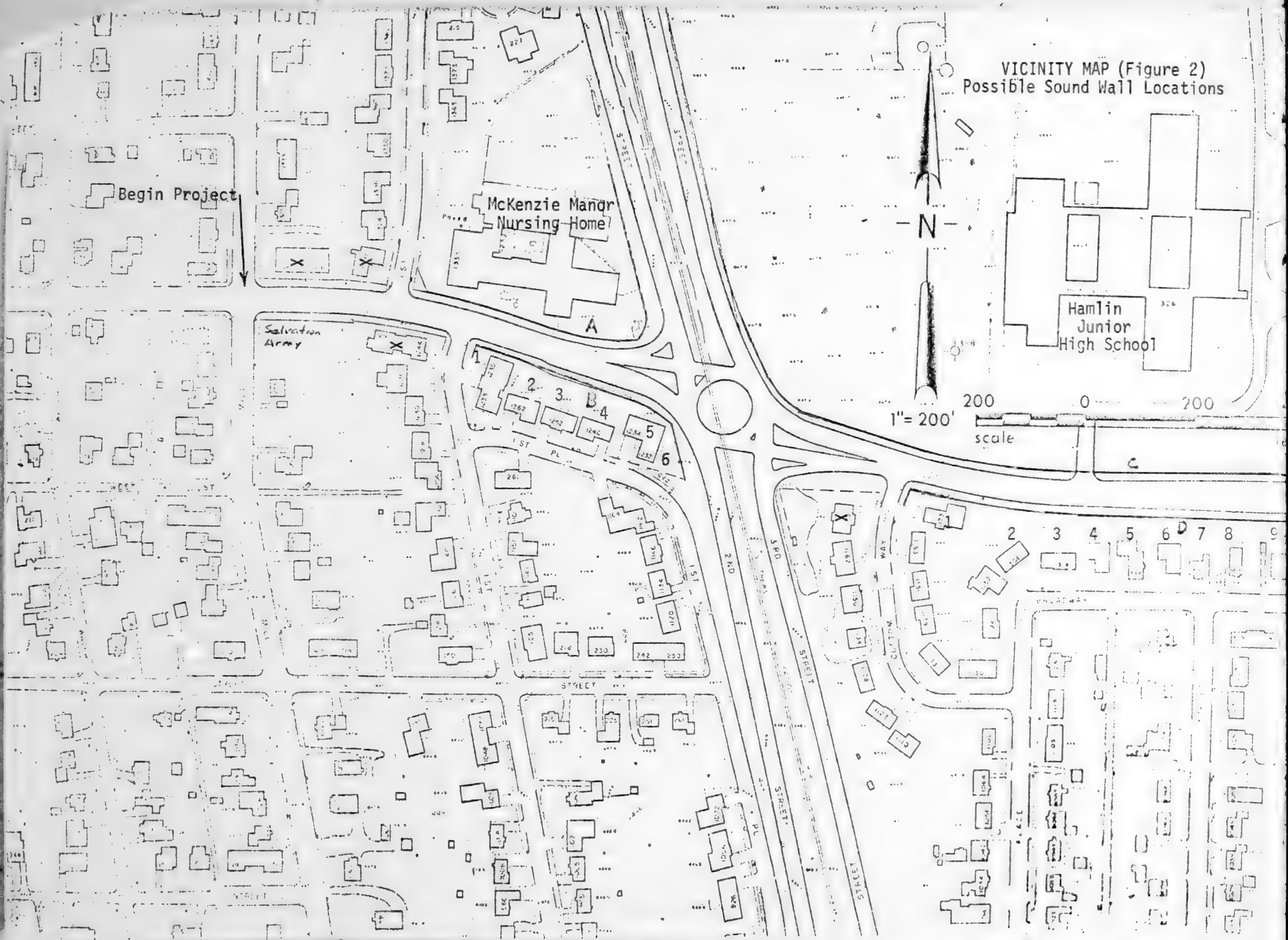
Mitigation was infeasible for the two duplexes and eight single-family residences indicated by an X on the project vicinity map (see Figure 2). Design of effective sound barriers is not feasible without eliminating access in these areas. Mitigation was not practical for the residence on the southwest corner of Custom Way and Centennial Boulevard because the predominant noise is received from 2nd and 3rd Streets and is not substantially affected by this project.

Property on the southeast corner of Mill Street and Centennial Boulevard at this time is vacant. However, the Salvation Army has plans for a future home at this location as funding becomes available. This property is impacted by traffic noise levels from Mill Street as well as those from Centennial Boulevard. Planned access to Mill Street, close to the intersection, precludes the mitigation of noise impacts with sound barriers. Therefore, no mitigation is proposed at this site.

Four locations appear to be good candidates for sound wall mitigation and were investigated further.

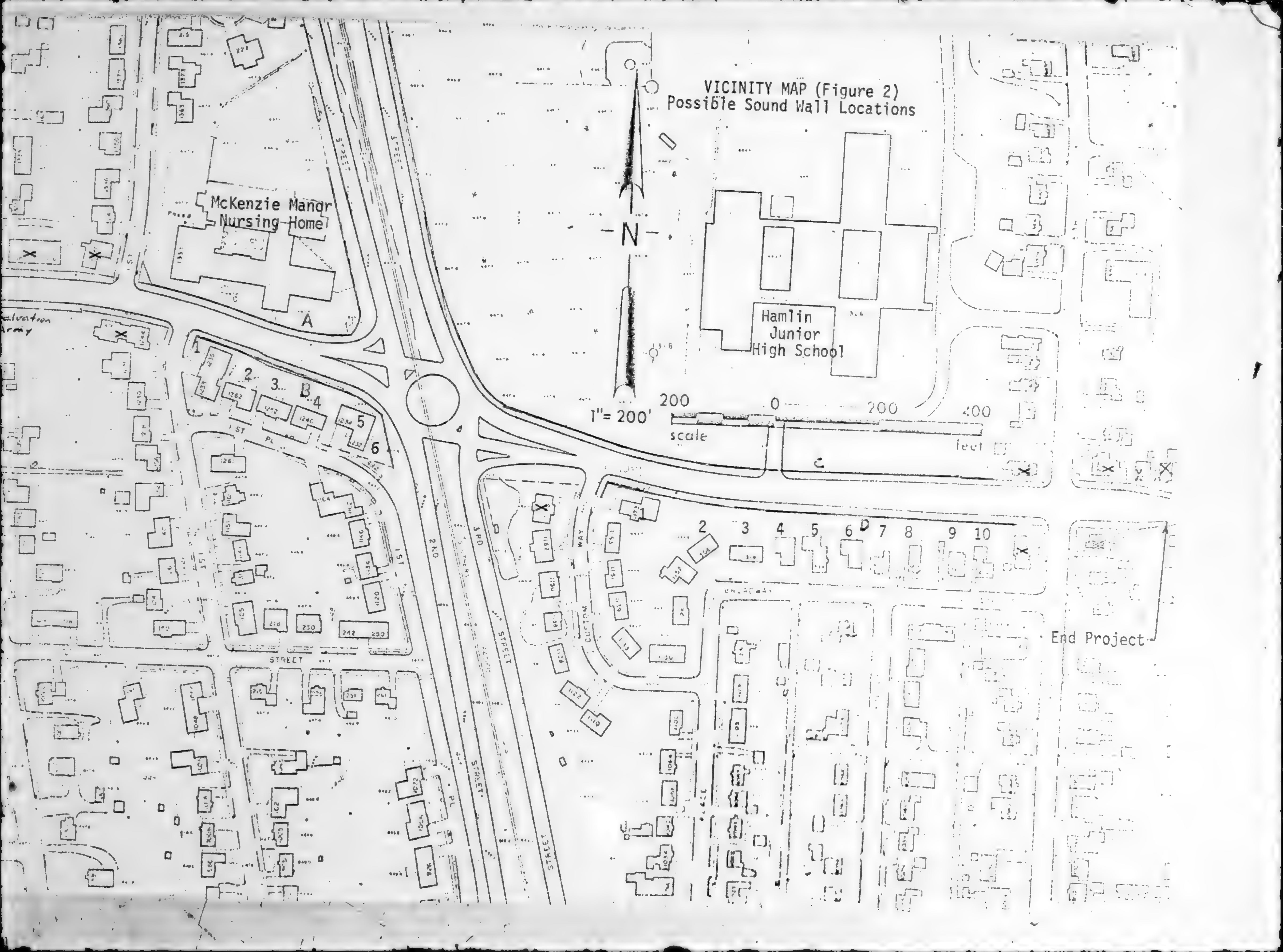
McKenzie Manor Nursing Home (Location A)

A sound wall (550 ft. in length) could be located on the north side of Centennial Blvd. between 1st Street and 2nd Street at the right-of-way line. This design would reduce



VICINITY MAP (Figure 2)
Possible Sound Wall Locations

Begin Project
McKenzie Manor Nursing Home
Salvation Army
Hamlin Junior High School
N
1" = 200'
200
0
200
scale
A
B
C
D
1
2
3
4
5
6
7
8
9
X
2ND STREET
3RD STREET
1ST ST
1ST PL
CUSTOM WAY
STREET



VICINITY MAP (Figure 2)
Possible Sound Wall Locations

McKenzie Manor
Nursing Home
Hamlin
Junior
High School
Salvation
Army
N
1" = 200'
200
0
200
400
scale
feet
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STREET
CUSTOM
WAY
End Project

traffic generated noise levels below the interior design levels as per FHPM 7-7-3. Additional barrier is necessary to prevent flanking of noise around the east end of barrier and to reduce noise levels produced by traffic on 2nd and 3rd Streets. This barrier is discussed in this report as an option, since it is not directly related to the traffic noise on Centennial Blvd. One sidewalk access to Centennial Blvd. from the nursing home would need to be eliminated to make the noise barrier continuous. Primary access to the McKenzie Manor Nursing Home is served by the front entrance on 1st Street. Walls would provide a safe walking area for residents of McKenzie Manor Nursing Home in answer to their concerns.

Residential Receptors (Location B)

A 480-ft. noise barrier could also be placed on south side of Centennial Blvd. between 1st Street and 2nd Street at the right-of-way line. This barrier would wrap around corner residences to mitigate noise levels from adjacent streets as well. Noise impacts would be mitigated for three single-family residences, a duplex and the north unit of another duplex. These residences, with access to another street, could have traffic noise impacts mitigated without eliminating their access. Walls would restore noise attenuation and privacy to those residents losing fences, trees, hedges and other shrubbery to street widening.

Hamlin Junior High School (Location C)

An 1150-ft. sound wall placed at the right-of-way on the north side of Centennial Blvd. between 3rd Street and 5th Street would mitigate noise impacts on the field in front of Hamlin Junior High School. The west end of the noise barrier would need to begin far enough north along 3rd Street to prevent its traffic generated noise levels from being the dominant source on the impacted area. The east end of the wall would terminate approximately 100 ft. short of 5th Street. Hamlin Junior High School has two access roads to 5th Street in addition to the one to Centennial Blvd. Blocking off the school's access to Centennial Blvd. would make the wall continuous and most effective. Since alternative access exists, no impacts due to loss of access would occur. In addition, a larger more usable athletic field would result. The barrier would benefit organized physical education classes at Hamlin Junior High School being conducted near the school frontage. Lower noise levels would afford an instructor an easier time communicating orally with students.

Residential Receptors (Location D)

An 830-ft. noise barrier placed at the right-of-way on the south side of Centennial Blvd. between Custom Way and 5th Street would mitigate noise impacts for ten single-family residences. Access to these homes need not be affected as existing access is gained by Custom Way and Broadway Street. Although the 830-ft. barrier is feasible, constructing the full length of the barrier is not judged to be practical for the following reasons: 1) noise levels do not appreciably change between the build or no-build alternatives for residences where right-of-way is not taken; 2) high cost; and 3) existing privacy for these adjacent property owners not affected by right-of-way acquisition will not be altered by the project. The City of Springfield has plans only to acquire a 300-ft. section of right-of-way frontage closest to 5th Street. Property frontage of the first seven residences will not be affected by project construction and existing fencing, trees, hedges and other shrubbery will not be lost to street widening.* Noise abatement will thus be proposed only for those residences losing property to new right-of-way acquisition. A 300-ft. sound barrier will mitigate noise impacts for these residences (Nos. 8, 9, 10). Also, partial mitigation will be received by residence #7 and the house at the southwest corner of 5th Street and Centennial Blvd.

2. Sound Wall Design Selection

Alternative sound wall designs were investigated further for their noise attenuation, construction and maintenance costs, and aesthetic values at the four possible locations (see

*A field measurement on an existing six-foot backyard wooden fence at 322 Broadway shows that a 6 dBA attenuation would be lost if the fence were removed. (No heavy trucks were present during the measurement.)

vicinity map). A wall would need to be high enough to break the line-of-sight of the noise source and its receptor. Sound walls would need to be positioned at the right-of-way line as shown, primarily for traffic and pedestrian safety.

Alternative barrier heights were investigated to see which would be most cost effective. Both six-foot and eight-foot high walls were evaluated. In addition, various construction materials were investigated for evaluating cost, appearance and maintenance factors. Walls made of wood, concrete block and precast concrete slabs were evaluated.

It was found that an eight-foot high barrier would mitigate traffic generated noise levels below the design levels as per FHPM 7-7-3. An eight-foot barrier will result in an 8 dBA reduction in traffic generated noise levels to L_{10} 65 dBA while a six-foot barrier would afford a 3 dBA reduction to L_{10} 70 dBA. The limited noise attenuation of the six-foot barrier is due to the traffic generated noise contributed by heavy trucks.

Sound wall costs estimates are given in Table 3. The lowest construction costs are reflected in the wood sound walls.

TABLE 3

SOUND WALL COST ESTIMATES*

Loc.	Length	6' Wood at $45/lin.ft.	8' Wood at $60/lin.ft.	8' Precast Conc. at $70/lin.ft.	6' Conc. Block at $80/lin.ft.	8' Conc. Block at $95/lin.ft.
A	770'	$ 34,650	$ 46,200	$ 55,000	$ 61,600	$ 73,150
B	480'	21,600	28,800	34,000	38,400	45,600
C	1150'	51,750	69,000	80,000	92,000	109,250
D	830'	37,350	49,800	58,000	66,400	78,850
TOTAL COSTS		$145,350	$193,800	$227,000	$258,400	$306,850

*Adrian Olson Memo, 8-31-78.
Walter Hart Memo, 1-31-79.

The concrete block wall requires a minimum of maintenance and would have a useful life of fifty years. A timber wall would have higher maintenance and would have a maximum expected life of twenty years. This should be considered in any comparison of timber and concrete walls. The City of Springfield could consider building the wall and giving it to the adjacent landowner to avoid maintenance costs.

A timber wall would blend in better with the environment than a precast concrete or concrete block wall. The timber would come closest to matching displaced wood fencing and the remaining fences not affected by the project construction.

III. Noise Abatement Conclusion

Noise levels do not appreciably change between the build and no-build alternatives. In fact, the two alternatives have little effect on vehicular speeds. It is for this reason that noise mitigation will not be proposed along Centennial Blvd. Although this project will not include noise barriers, the City of Springfield may wish to consider wooden fences or other screening as appropriate during the right-of-way negotiation phase. Where right-of-way is required, fencing or screening, landscape materials, etc., will be part of the right-of-way agreement as negotiated between the city, state and the affected property owner. Even if no right-of-way for the roadbed is required from nearby receptors, the City of Springfield may wish to consider screening as part of the project if it is consistent with local policy, building and zoning codes, and the comprehensive plans. Documentation of the City's position on these matters will be included in the project's final noise study report submitted to the FHWA.

IV. Request for Exceptions

An exception to achieving the FHWA design noise levels on the field in front of Hamlin Junior High School is requested. Adverse impacts are associated with the barrier at Hamlin Junior High School. These include the loss of access directly to Centennial Blvd. and the loss of visibility of the school grounds from Centennial Boulevard. The loss of visibility could affect the ability of police to patrol the area and could contribute to increased vandalism, etc. The adverse impacts and high costs of implementing mitigation (see Table 3) outweigh the benefit received by bringing 70 feet of the school's playground frontage within design noise levels. Consequently, no mitigation is proposed at Hamlin Junior High School.

A request for exception is sought for impacted noise receptors #1-10 east of Custom Way, receptors #1-6 on 1st Place, and for McKenzie Manor Nursing Home for the following reasons: 1) noise levels do not appreciably change between the build or no-build alternatives; 2) high cost involved in mitigating receptors; and 3) existing privacy for these adjacent property owners will not be altered by the project, except in those instances that are subject to individual negotiations with the property owner.

A request for exception is also sought for the two duplexes and eight single-family residences marked with an X on project mapping, and for the proposed development of the Salvation Army facility. Design of effective mitigation is not feasible due to street accesses and high noise levels contributed by cross street traffic.

FHWA approval of these exceptions for the entire project and all receptors is recommended.

7560

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
October 5, 1978
Salem, OR 97310

Gerald L. Morrison for

FROM: Anthony George, Engineering Coordinator
Environmental Section

SUBJECT: Noise Study Report--Final
Negative Declaration
Mill St.-Fifth St.
FAUS-1140
Lane County

TO: Cam Gilmour, Project Coordinator
Environmental Section

Attached is our preliminary Final Negative Declaration Noise Study Report. This report needs to be discussed with the City of Springfield to determine which barriers, if any, will be advanced as part of the project in the Final Negative Declaration. As part of this discussion, we must gather the information needed to request exceptions to meeting the FHWA design noise levels, where mitigation will not be advanced. Once these issues have been resolved, we can proceed with completion of the Noise Study Report. I estimate that the report can be completed in a matter of a few days if the issues are resolved appropriately.

Because our analysis shows that noise mitigation is feasible and cost effective, I recommend the following steps in resolving the issues:

a. Consult with Hamlin Jr. High School officials to determine desirability of mitigating noise impacts occurring on their property. Also determine impact of removing access and loosing visibility as per our report.

b. Consult with McKenzie Nursing Home officials to determine if the home is double glazed, air conditioned, or if any windows facing Centennial Blvd. can be opened. Also determine the type of wall or fence which would be acceptable from a safety standpoint. Finally, determine if loss of pedestrian access to Centennial is a problem.

c. Consult with all impacted residential receptors identified in our report to determine if mitigation is desirable. Determine which types of mitigation preferred; e.g. concrete wall, wood fence, vegetative screen planting, etc. Also determine if the owner would accept ownership and maintenance of a barrier.

d. The City of Springfield should consider more cost effective means of mitigating (or partially mitigating) noise impacts. This includes looking at a lower wall height (six feet) and alternate construction materials such as solid wood fences, corten steel, or perma delta wall. Also, they could consider building the wall or fence and giving it to the adjacent land owner to avoid maintenance costs.

All responses to the above should be documented for use in the completion of the noise study report.

If you have any technical questions, contact Jerry Morrison directly.

AJG:ss

7-6-0

Springfield

Salem, Oregon
August 31, 1978

ADOlson

A. D. Olson
Preliminary Design Engineer

Gary Potter
Environmental Engineer

Draft Noise Study Report
Mill St.-5th St. (Springfield)
Centennial Boulevard
Lane County

The draft noise study report has been reviewed and the suggested barriers have been estimated.

Only walls could be provided in the indicated situations. No attempt was made to check the heights or lengths recommended.

Costs for similar height barriers on I-205 and in the State of Washington have been $60-$70 per foot. These are relatively plain and something more decorative might be demanded in the present situation. If so, we have no data on what that might add. Based on $70 per foot the barrier costs would be (#1) $55,000; (#2) $34,000; (#3) $80,000; (#4) $58,000; or a total cost of $227,000.

A review of the map would not indicate any road user problems involved with these barriers. It would appear that all of the properties served by these walls would normally use the sidewalks which they can no longer reach. It would appear that pedestrian access to the nursing home and the school would be particularly critical. While we have never considered gates, doors or offset walls for noise traps, there is no apparent reason why something couldn't be provided at additional cost.

This would be a Type 1B project. I am reasonably sure that this is not an access controlled facility even though the two groups of houses served by barriers #2 and #4 have their driveways out to another street.

ADO:ab

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ENGINEERING SECTION

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

May 17, 1978

FROM: Adele L. Egan
R/W Office Unit Supervisor

TO: Virgil Wilson
Region 3 R/W Supervisor

SUBJECT: Right of Way Services
Agreement # 95
Mill St.-5th St.
Centennial Boulevard

MISC. CONTRACTS and
AGREEMENTS No. 5327

Attached is an original copy of the subject agreement for transmittal to the City, also a copy for your files.

Is this project to be programmed?

AE
mp
Attach.

cc: Cecil Head, w/orig.
Finance, Attn: Wheeler, w/c
Local Govt. Programs, w/c
Title, w/c

[illegible]

1330

Springfield

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
December 13, 1978
Salem, OR 97310

FROM: Tony George
Tony George, Engineering Coordinator
Environmental Section

SUBJECT: Mill Street-5th Street (Springfield)
Centennial Boulevard
Lane County

TO: J. H. Versteeg, Head of Engineering
Engineering Section

In response to your conversations with Mr. Hunter and Gary Potter on mitigation measures for the subject project, we are investigating partial mitigation techniques. Attached is the memo we received with your estimated costs for precast concrete acoustical barrier for the subject project. Would you please analyze solid wood fencing as an alternative noise barrier design. We would appreciate cost estimates for 1"x8" solid cedar fencing and other wood materials including a 3" batten and a overlapping board design. We need costs (both total per barrier and cost per lineal foot) for a six and eight foot barrier height at the indicated locations. Your cooperation is appreciated.

If you need any additional information, please contact Jerry Morrison Ext. 8511.

TG:JM:ss

Attachment

cc: Adrian Olson w/attach

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 31, 1978

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

TO: Gary Potter
Environmental Engineer

SUBJECT: Draft Noise Study Report
Mill St.-5th St. (Springfield)
Centennial Boulevard
Lane County

RECEIVED
ENVIRONMENTAL SECTION
SEP 5 1978

Referred to	Manager GP
Proj. Coord. ______	Res. Coord. ______
Eng. Coord. ✓	Adm. Asst. ______
	______

pls. advise.

The draft noise study report has been reviewed and the suggested barriers have been estimated.

Only walls could be provided in the indicated situations. No attempt was made to check the heights or lengths recommended.

Costs for similar height barriers on I-205 and in the State of Washington have been $60-$70 per foot. These are relatively plain and something more decorative might be demanded in the present situation. If so, we have no data on what that might add. Based on $70 per foot the barrier costs would be (#1) $55,000; (#2) $34,000; (#3) $80,000; (#4) $58,000; or a total cost of $227,000.

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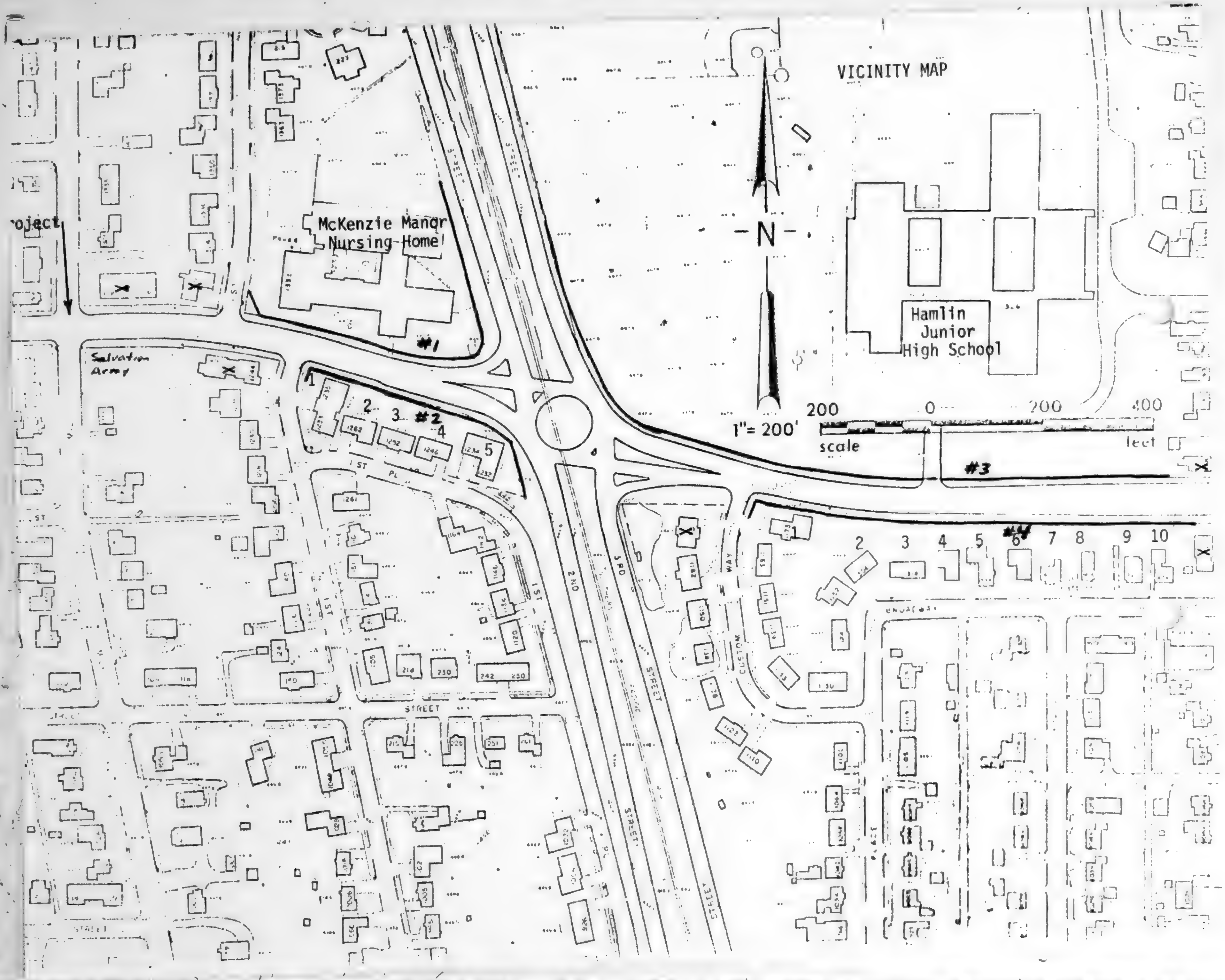
VICINITY MAP
McKenzie Manqr Nursing Home
Hamlin Junior High School
Salvation Army
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OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Leslie Lehmann, Coordinator Ph: 378-3732

March 26, 1976
Mill Street-5th Street (Springfield)
Centennial Blvd. (Springfield)
Lane County

G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
Willliam Anhorn
Aeronautics Division

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: Mill Street-5th Street

DATE: March 24, 1976

The state has reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☒ XXX Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7602 2 950

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

Ben #

BEN GIFFORD
3-1-76

NOTED
MARIE STEPHENS

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Ph: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
MAR 02 1976

PNRS STATE REVIEW

Project #: 7602 2 950 Return Date: MAR 19 1976

The attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PRELIMINARY ENVIRONMENTAL ASSESSMENT

☐ The Preliminary Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

☐ The Preliminary Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

☒ The Preliminary Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- - - - - - - - - - - - - - - - - -

REMARKS

Information contained in the Preliminary Environmental Assessment is not adequate as regards potential noise problems resulting from this project.

It appears that there is a significant number of noise sensitive buildings within the project area (27 single family dwellings, 5 duplexes, 1 nursing home and 1 junior high school), yet the only indication that attention has been paid them is the rather general statement under section H8b that "there may be some noise violations."

Things to consider in greater detail include the impact of construction noise, and the consequent impact of having the road closer to noise sensitive property due to the widened roadway. Section D mentions three alternatives available to the project. How will each alternative affect noise levels? Section E mentions "numerous complaints by members of the community" regarding this project. Complaints from whom, about what? Similarly, section H7 mentions potential controversy over whether the people of the area will accept right-of-way proposals. Is there a noise problem involved here in having the road closer to homes, etc., or is this an indication of other problems?

It is difficult to accurately evaluate this project, but a classification under category 3 seems unjustified on the documentation submitted at this time.

Agency DEQ By

2580

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 1, 1976

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 6th Avenue East
Eugene, Oregon 97401

RECEIVED
STATE HWY ENGR
FEB 26 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM George N. Hopkins
George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal-Aid Funds
District 5
Mill Street-5th Street (Springfield)
Centennial Blvd. City of Springfield
Lane County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early Programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be March 1, 1976.

Attachments

BLG:re

cc:
G. L. Green, FHWA
F. B. Klaboe
E. E. Terpin
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
A. Shirley, Jr.
William Anhorn
Aeronautics Division

NOTED
MARIE STEPHENS

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 State Highway Division	46] DIVISION [79 Department of Transportation			
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem	76] ZIP [80 97310		
04	12] CONTACT PERSON [45 L. W. Rulien	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563	
01	12] PROJECT TITLE [71 Mill Street - 5th Street (Springfield) District 5				
11	12] PROJECT LOCATION—CITY Centennial Blvd. City of Springfield	PROJECT LOCATION—COUNTY Lane	PROJECT LOCATION [79 SEC: -- T: 17S R: 3W		

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 This project involves preliminary engineering, acquisition of Right-of-Way,

06 12] Grading, Paving and Incidental work to reconstruct, add left turn lanes, and install [71

07 12] traffic signals at main arterial streets along Centennial Blvd. in Springfield. [71

08 12] (See Attachment) [71

09 12] [71

10 12] [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	173,000	--	24,500	24,500	--	222,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: March 1, 1976

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	March	31,	1976

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 1, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17(E) This is a Category 3 project of major-nonsignificant environmental impact under Oregon's Action Plan.

This is an urban system project developed and coordinated by Springfield City Council, Planning Commission, Lane Council of Gov't. and the State Highway Division.

(See Attachment)

/ 9560

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
February 20, 1976

FILE: ~~PRO 4-3~~ 5

FROM: L. W. Ru[illegible]
Project Management Engineer

L Rulien

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Mill St.-5th St. (Springfield)
Centennial Blvd.
Lane County

RECEIVED
STATE HWY ENGR
FEB 23 '76
REFER TO
FOR

Info	Inves	R&D	D/R	Sign	Act	File

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of MAJOR action. (Non-significant)

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 5 : Wm. Anhorn

APPROVED
ESH
E. S. Hunter
Date 2-23-76

Orig to Rulien 3/12

9566

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 13, 1976

In reply refer to: 1041DB.3

SUBJECT: Oregon Project M-1140(-)
Mill Street-5th Street (Springfield)
Centennial Blvd
Lane County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's January 13 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a major action requiring the preparation of a~~n~~ negative declaration.

It should be understood that our concurrence is only on the type of action and type of environmental document. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
FEB 19 '76
REFER TO
Rulien
FOR

NOTED
E. S. HUNTER

9[illegible] Springfield Versteeg

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 29, 1976

Mr. James H. Fleck
Director of Public Works
City of Springfield
346 Main Street
Springfield, OR 97477

Dear Mr. Fleck:

This will acknowledge your letter of January 26, 1976, transmitting Check No. 3627 dated January 26, 1976, in the amount of $2,600 for an Advance Deposit for state force work for preliminary engineering on the City's FAUS project Centennial Boulevard, Mill to Fifth Street section.

By a copy of this letter your check is being forwarded to Mr. V. E. Skoog, Controller, along with a Notification of Advance Deposit, for routine handling. Also, an Order to Render Service is being forwarded for prefix assignment.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: V. E. Skoog
L. W. Rulien
L. E. George
J. H. Versteeg ✓
Gary Potter
Ellis Jones
Elliott Parker 2 +
2 [illegible]

Form E-180—3M—12-64

Oregon State Highway Departme

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

City of Springfield
346 Main Street
Springfield, OR 97477

Order No. 3-87

Date January 29, 1976

By: Mr. Larry W. Rose

Traffic Coordinator (Official Capacity)

Prefix and account number to which work is to be charged

Description and Location of Work To Be Performed or Materials To Be Furnished:

Provide preliminary engineering and contracting services to the City of Springfield to assist them in widening and improving Centennial Boulevard between Mill Street and Fifth Street.

Estimate of Quantities and Cost

Field	$ 500
Final Design	500
Soils & Geology	200
Traffic	400
Project Management	300
Specifications	200
Environmental	500
TOTAL	$2,600

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $

Deposit received by Secretary on

Authority from Requisitionist:

- ☐ Agreement dated
- ☒ Letter to Glen Clark, date 1/26/76
- ☐ Oral request to, date

Department Authority:

- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☒ Head of department issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing Alfred Shirley, Jr., Regional Engineer

---

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Oregon State Highway Department

Signed J. E. Christopherson
J. E. Christopherson
Regional Office Engineer, Roseburg

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F190

9560

June 11, 1975

MISC. CONTRACTS and AGREEMENTS No. [illegible]

City of Springfield
City Hall
Springfield, OR 97477

Attention: George P. Vinson
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an Agreement covering the widening and improvement of Centennial Blvd. between Mill Street and 5th Street, FAU 1140, in the City of Springfield.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Att.

hb
bc Don Harwell (agree. att.)

B

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 19, 1975

TO Oregon State ~~Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System Project Requests

Ten requests for approval of Urban System projects will be presented for your consideration at the February 26 meeting.

(1) The City of Baker is requesting a project to widen a half-mile section of Birch Street in east Baker.

(2) The request from Clackamas County involves the signalization of seven intersections within the Portland urban area.

(3) Urban System funds are being requested by Dallas to complete a TOPICS project on the Kings Valley Highway and Uglow Avenue that was approved by the Commission on August 26, 1974.

(4) A 1.25-mile segment of Royal Avenue in West Eugene will be widened by a request from the City of Eugene.

(5) The City of Newport is requesting funds to widen a 0.7-mile portion of Bay Boulevard adjacent to Yaquina Bay.

(6) Oregon City is requesting improvements to the intersection of Cascade Highway and Beavercreek Road.

(7) Two pedestrian-actuated school crossing signals on S. E. Powell Boulevard will be modernized by the request of the City of Portland.

(more)

7 (8) & 8 (9) Two requests come from the City of Springfield. One involves widening and signalization of a 0.5-mile section of Centennial Boulevard. The other project provides for traffic signal work at four intersections in northern Springfield.

9 (10) The City of The Dalles is requesting Urban System funds to complete the Mill Creek Bridge on West Tenth Street that was approved as a TOPICS project by the Commission on October 19, 1971.

Federal Urban System funds for these projects are estimated at $1,283,100 with the State providing approximately $180,950 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval and request authority to sign the project agreements for and on your behalf.

Attachment

bc C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
R. N. Bothman
E. L. Hardt
C. O. Fredrickson
Alfred Shirley, Jr.
C. M. Willialms
W. E. Schwartz
Jack Graham
Gary Sund
RU:scr ms

CITY OF SPRINGFIELD
Proposed Urban System Project

Mill Street-5th Street (Springfield) Section
Centennial Boulevard, FAU 1140
Grading, paving, signals and illumination; $220,000

This project entails all the necessary work and costs to widen and signalize Centennial Boulevard from Mill Street to 5th Street.

Perform all construction engineering (City will pay for all preliminary engineering).

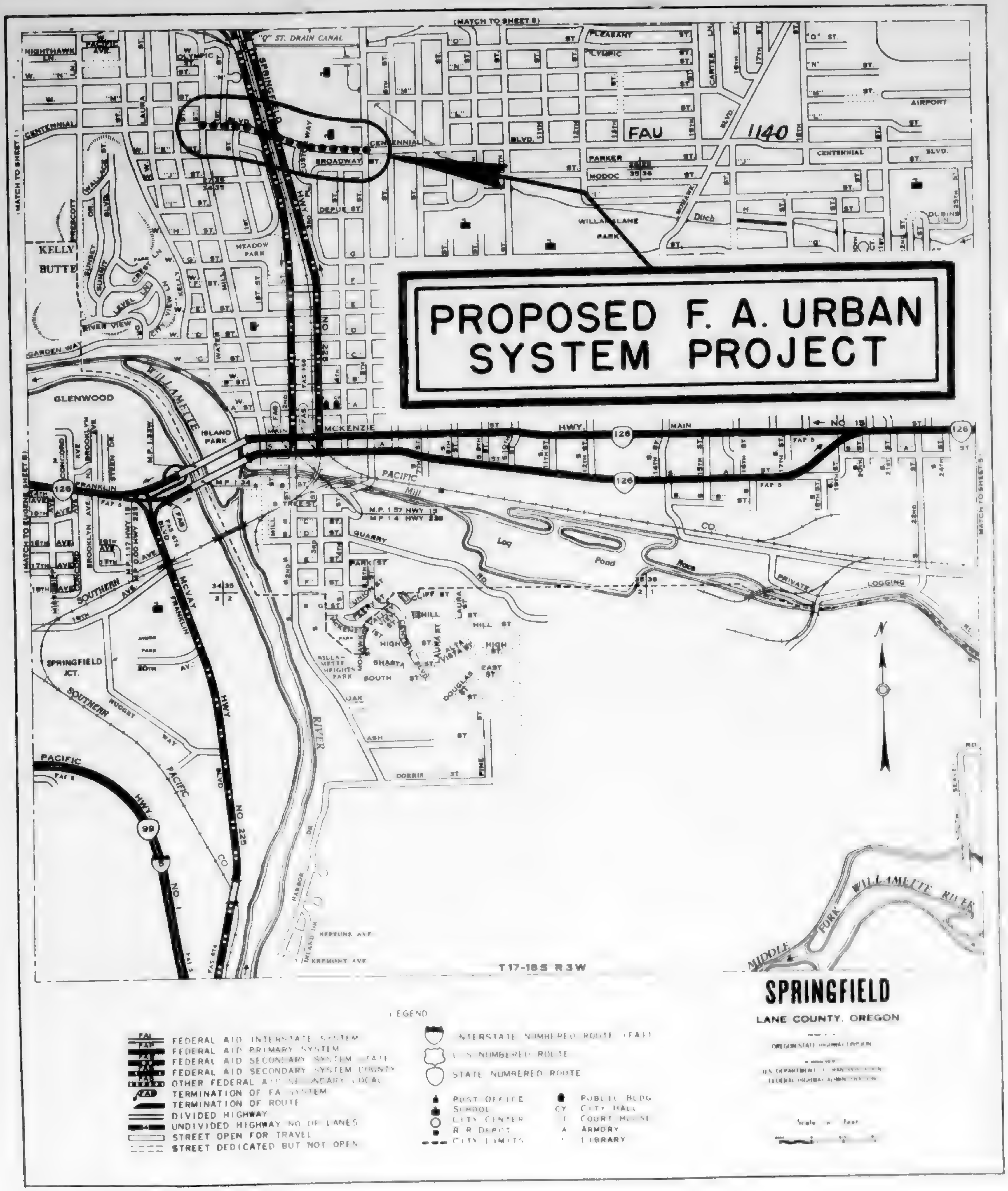
Acquire necessary right-of-way.

Provide sidewalk/bikeways.

Relocate railroad signals.

Provide required traffic signals and illumination.

75-b
2/13/75


(MATCH TO SHEET 8)
"Q" ST. DRAIN CANAL
PROPOSED F. A. URBAN SYSTEM PROJECT
FAU
1140
CENTENNIAL BLVD.
BROADWAY ST.
KELLY BUTTE
GLENWOOD
WILLAMETTE RIVER
ISLAND PARK
MCKENZIE HWY. 126
MAIN ST
FRANKLIN BLVD
PACIFIC HWY 99 5
SPRINGFIELD JCT.
SOUTHERN PACIFIC CO
Log Pond Race
MIDDLE FORK WILLAMETTE RIVER
(MATCH TO SHEET 11)
(MATCH TO EUGENE SHEET 6)
(MATCH TO SHEET 5)
T 17-18 S R 3 W
SPRINGFIELD
LANE COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
COURT HOUSE
A ARMORY
LIBRARY

1982 N. Fork Ash Cr. Br. Sec. 9561
of Gun Club Rd. in Independence.
(Grad, Pav, & Structure)

C&A 7507 7-29-81
2-16-82

Smead
No. 2-152-5L
HASTINGS, MN
.GELES-CHICAGO-L.
.REGOR, TX-LOCUST GR.
U.S.A.

7561

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 8/17/84

CITY: INDEPENDENCE AGREEMENT NO: 7507 PROJECT NO: BRS-A559(3,4)

CONTRACT NO: 9561 SECTION: Ash Cr. (Gun Club Rd.) Br.

PRELIMINARY ENGINEERING (Prefix No. 327-1982):

	PARTICIPATING	NONPARTICIPATING
Resident Engineer	$ 5,271.78	
Final Design	1,456.16	$ 4.50
Bridge Design	1,394.38	
Traffic Section	128.98	
Region Utility Liaison	126.74	
Location	1,240.90	
Project Management	217.06	
Specifications	951.13	
Administrative Services	37.83	
Environmental	164.68	
Structural Foundation	3,116.81	2.39
R/W Utility Engineer	9.68	
TOTAL P.E. COST	$ 14,116.13	$ 6.89

CONSTRUCTION (Prefix No. 327-1010):

Work Performed by Contractor	$ 57,786.37	$ 190.00
Interest on Final Payment		14.99
Work Performed by State Forces	170.39	
Engineering Expense	1,868.04	
Project Management	18.14	
Materials Lab	3,395.75	
Technical Services Branch	771.81	
Construction Branch	338.18	
Region Engineer Office Charges	1,008.72	
General Const. Engineering (Accounting)	215.20	
EEO Monitoring	70.51	
TOTAL CONSTRUCTION COST	$ 65,643.11	$ ~~240.99~~ 204.99

SUMMARY:

Participating P.E. Cost	$ 14,116.13
Participating Const. Cost	65,643.11
	$ 79,759.24

FEDERAL FUNDS:

P.E. (80%)	$11,292.90	
Const. (80%)	52,514.49	(63,807.39)
SUBTOTAL		$ 15,951.85
Plus Nonparticipating City Cost		211.88
CITY SHARE (SCA FUNDS)		$ 16,163.73

MKS:pf

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9561

REGION NO. 10	REPORT NO.	COUNTY Polk	DIVISION Oregon
DATE OF REPORT March 28, 1984	REPORT MADE BY C.O.Fredrickson, Const. Engineer		PROJECT NO. BRS-A559(4)
COMPLETION DATE May 13, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY August 15, 1983	TIME ELAPSED 99 %	CONTRACT TIME 178 CD
APPROVED EXTENSIONS	LOCATION N. Fork Ash Creek Bridge Section of Gun Club Road in Independence.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
MAY 3 '84
REFER TO
Fr
FOR
Info Inves R/D D/R Sign Act File

N.

5/4

1. Description of Improvement as Programed:

   A. Construction of roadbed excavation, aggregate base and asphalt concrete pavement.

   B. Construction of Bridge No. 10337A over N. Fork Ash Creek. Length: 55.0 feet. Roadway width: 31.4 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

NOTED
W. E. SCHWARTZ

2. Contractor's Name: Steve Pyles, General Contractor, Inc.

3. Contract Amount: $57,893.96

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) ____________________

Title Construction Engineer

A final inspection of the completed work was made June 2, 1983.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus W. H. Kappus		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 4/7/84	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

August 22, 1983

Reliance Insurance Co.
700 NE Multnomah
Portland, OR 97232

CON 5
#9561

Gentleman or Ladies:

On August 18, 1983, we wrote to you concerning release of final payment on Contract No. 9561 awarded to Steve Pyles General Contractor for work on the N. Fork Ash Creek Bridge in Independence in Polk County.

Final payment on this contract is $999.41 and the total contract amount is $57,976.37. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Steve Pyles General Contractor, Inc.
PO Box 3041
Salem, OR 97302

Reliance Insurance Company
PO Box 5669
Portland, OR 97228

Emery & Karrigan, Inc.
1 SW Columbia - Suite 520
Portland, OR 97258

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: North Fork Ash Creek Bridge (Independence)

WEEK ENDING: June 18, 1983

SECTION PREFIX: 327-1010

HIGHWAY: County Rd. (Gun Club Rd.)

COUNTY: Polk

NAME OF JOB: N. Fk. Ash Creek Br. (Independence)

KIND OF WORK: Grading, Paving, Structure

CONTRACTOR: Steve Pyles General Contractors

CONTRACT NUMBER: 9561

FEDERAL AID PROJECT NUMBER: BRS-A559(4)

DATE OF CONTRACT: November 3, 1982

DATE WORK STARTED: 1/24/83

ESTIMATED COMPLETION DATE: 5/15/83

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0.1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 180

WORK DAYS USED:

CALENDAR DAYS USED: 172

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 96

PROJECT AUTHORIZATION: $68,464.09

EXCLUSIVE OF ENGINEERING: $62,484.69

ENGINEERING AUTHORIZATION: $5979.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $62,484.69

ENGINEERING COST TO DATE: $6979.40

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 117 %

DATE PROJECT WAS COMPLETED: May 13, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10337A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	Partial Clouds			
MONDAY 13	Clear			
TUESDAY 14	Cloudy, Rain			
WEDNESDAY 15	Cloudy			K
THURSDAY 16	Cloudy			
FRIDAY 17	Cloudy, Rain			
SATURDAY 18	Cloudy, Rain			

RECEIVED
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Job complete. Semi-final estimated to be complete by July 15, 1983.

SIGNED ______ LOCATION Salem

For Art Gottfried

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

327-1982

MEMORANDUM 9561

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-3-83

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BRS-A559(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 1/4/82 To: 9/27/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
14,123.02					
$14,116.52	$14,116.13	80%	$11,292.90	$11,292.90	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		Controller 1/3/83

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Ash Creek (Gun Club Road) Bridge Section City Street in Polk County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$14,116.13	
	Nonparticipating Project Cost					
	State	All Required			2.39	
	Total Project Cost				$14,118.52	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/13/83.					
	AMOUNT CARRIED FORWARD					

FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1987	1	M -9945-001 APPR-W36	392,964.00	454,863.71	451,808.17	85.80	387,651.41	381,803.66		5,847.75
326-1988	1	RRP -000S-023 APPR-139	1,800.00	345.26	345.26	90.00	310.73	310.73		
326-1989	1#	M -9565-002 APPR-W36	14,087.91	16,594.92	16,419.48	85.80	14,087.91	14,087.91		
326-1990	1	RRP -000S-022 APPR-139	1,800.00	248.21	184.93	90.00	166.44	166.44		
326-1991	1#	RRS -9930-001 APPR-138	224.89	265.61	249.88	90.00	224.89	224.89		
326-1993	1	RRS -9302-001 APPR-138	675.00	2,133.61	2,086.17	90.00	1,877.55	675.00	1,202.55 B	
326-1995	1	RRS -9300-002 APPR-138	675.00	178.53	178.53	90.00	160.68	160.68		
326-1996	1#	RRS -9308-001 APPR-138	193.10	237.44	214.55	90.00	193.10	193.10		
326-1997	1	RRS -9763-001 APPR-138	1,801.00	73.73	73.73	90.00	66.36	66.36		
326-1998	1	XI -9800-001 APPR-823	2,050.00	1,570.31	1,444.06	85.00	1,227.45	1,227.45		
326-1999	1#	XI -9723-001 APPR-823	5,155.81	6,009.10	6,009.10	85.80	5,155.81	5,155.81		
	2	M -9723-001 APPR-W36	1,287.00			85.80				
326-1999		PREFIX TOTALS	6,442.81	6,009.10	6,009.10		5,155.81	5,155.81		
327-1957	1	M -6120-001 APPR-W32	35,336.00	40,725.82	40,621.55	85.77	34,841.10	34,841.10		
327-1959	1#	M -6685-001 APPR-W32	15,538.52	18,116.50	18,116.50	85.77	15,538.52	15,538.52		
327-1963	1#	RRS -6051-001 APPR-138		123.95		90.00				
327-1982	1#	BRS -A559-003 APPR-118	11,292.90	14,123.02	14,116.13	80.00	11,292.90	11,292.40		
327-1985	1	PMS -000S-114 APPR-140	5,500.00	5,406.78	5,406.78	100.00	5,406.78	5,406.78		
329-1972	1#	PMS -000S-092 APPR-140	431.15	458.35	431.15	100.00	431.15	431.15		
30-1918	1#	RRP -000S-003 APPR-139	67.76	75.29	75.29	90.00	67.76	67.76		
330-1919	1#	RRP -000S-003 APPR-139	47.84	53.16	53.16	90.00	47.84	47.84		
330-1920	1#	SRS -000S-063 APPR-148	1,970.49	1,067.53	2,189.43	90.00	1,970.49	1,970.49		
330-1930	1#	SOS -3002-001 APPR-680	7,290.00	12,793.65	8,499.48	85.77	7,290.00	7,290.00		
330-1933	1	RRP -3465-001 APPR-139	1,530.00	720.49	74.89	90.00	67.40	67.40		
330-1936	1	RRS -0030-001 APPR-138	675.00	481.48	481.48	90.00	433.33	433.33		
330-1940	1#	RR00-000S-028 APPR-686	256.26	284.73	284.73	90.00	256.26	256.26		

```
                                                                              FISCAL          GRAND TOTAL
     DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                              TOT      N1                                          123.95
                                           ** JOB TOTALS **              **            **          123.95  **

ASH CR(GUM CLUB "D) BR     CONT NO      * FA PROJ NOS BRS A559003 100                                         STATE
                              327   1982    295      00 N 9                                      3,600.00
                              327   1982    296      00 N 9                      2,077.78CR     14,892.90CR
                              327   1982    298      00 N 9                      2,077.78       11,292.90
                              327   1982    901      00 P 1                         39.22        5,271.78
                              327   1982    905      00 P 1          4.50CR         87.01        1,456.16
                              327   1982    905      00 N 1                          4.50            4.50
                              327   1982    906      00 P 1                      1,385.38        1,394.38
                              327   1982    911      00 P 1                                        128.98
                              327   1982    914      00 P 1                        114.79          126.74
                              327   1982    918      00 P 1                                      1,240.90
                              327   1982    920      00 P 1                                        217.06
                              327   1982    921      00 P 1                        842.45          951.13
                              327   1982    922      00 P 1                         21.03           37.83
                              327   1982    923      00 P 1                                        164.68
                              327   1982    926      00 P 1                                      3,114.59
                              327   1982    926      00 N 1                                          2.39 -
                              327   1982    926      35 P 1                                          2.22 .
                              327   1982    932      00 P 1                          4.88            9.68
                                            TOT      P1              4.50CR      2,494.76       14,116.13
                                            TOT      N1                              4.50            6.89
                                         ** JOB TOTALS **            4.50CR**    2,499.26  **   14,123.02  **

DALLAS INDEP MONMOUTH PMS  CONT NO      * FA PROJ NOS PMS 000S114 100                                         STATE
                              327   1985    296      00 N 9                      5,516.38CR      5,406.78CR
                              327   1985    298      00 N 9                      5,516.38        5,406.78
                              327   1985    901      00 P 1                      2,219.69        2,219.69
                              327   1985    905      00 P 1                      2,166.20        2,056.60
                              327   1985    918      00 P 1                          1.80            1.80
                              327   1985    920      00 P 1                        105.51          229.99
                              327   1985    921      00 P 1                        877.90          877.90
                              327   1985    922      00 P 1                          9.33           18.10
                              327   1985    932      00 P 1                          2.70            2.70
                                            TOT      P1                          5,383.13        5,406.78
                                         ** JOB TOTALS **              **        5,383.13  **    5,406.78  **

TILLAMOOK PV MARK          CONT NO      * FA PROJ NOS PMS 000S092 100                                         STATE
                              329   1972    296      00 N 9                          6.84          431.15CR
                              329   1972    298      00 N 9                          6.84CR        431.15
                              329   1972    901      00 N 1         27.20           27.20           27.20
                              329   1972    905      00 P 1                                         62.91
                              329   1972    906      00 P 1                                        205.58
                              329   1972    911      00 P 1                                           .90
```

9561

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-131	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 11-26-[illegible]	State: Oregon County: Polk Project No.: BRS-A559 (4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Fork Ash Creek Bridge (Independence)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-15-82	0.011

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT $ 68,246.00	FEDERAL FUNDS $ 54,596.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By __________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 8, 1982

Federal-Aid Project
No. BR S-A559 (4)

N. Fork Ash Creek Bridge (Independence)
Polk County, Gun Club Road

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 10337A (Sta. 44+00 to Sta. 44+60)

Mobilization		All Required	$ 3,000.00
Temporary Protection and Direction of Traffic		All Required	2,350.00
Removal of Structures and Obstructions		All Required	500.00
General Excavation	75 Cu. Yd.	5.00	375.00
Trench Excavation	20 Cu. Yd.	4.00	80.00
1"-0 Aggregate Base	160 Ton	12.45	1,992.00
Class "C" Asphalt Concrete	120 Ton	35.10	4,212.00
12-inch Culvert Pipe	72 Lin. Ft.	6.39	460.08
Guard Rail, Type 2A	88 Lin. Ft.	14.20	1,249.60
Guard Rail, Type 3	100 Lin. Ft.	23.50	2,350.00
Guard Rail Anchors, Type 1	4 Each	120.00	480.00
Rail End Pieces, Type C	4 Each	67.50	270.00
Extra for Asphalt Approaches	2 Each	400.00	800.00
Bridge Removal Work		All Required	500.00
Structure Excavation	40 Cu. Yd.	4.00	160.00
Furnish Pile Driving Equipment		All Required	1,750.00
Alternate "A"			
Furnish Prestressed Concrete Piling	250 Lin. Ft.	11.95	2,987.50
Drive Prestressed Concrete Piles	250 Lin. Ft.	2.00	500.00
Structural Concrete, Class 3300 (16 Cu. Yd.)		All Required	1,847.20
4'x55'/60' Prestressed Slabs	8 Each	3,193.75	25,550.00
Reinforcement (2,200 lbs.)		All Required	2,228.00
Metal Rail with Tubing	125 Lin. Ft.	32.50	4,062.50
		ALTERNATE "A"	$ 57,703.96

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,400.00
Roadside Seeding and Mulching	All Required	500.00
		$ 1,900.00
	SUBTOTAL Alt. "A"	$ 59,603.96
	Engineering	8,642.04
	TOTAL	$ 68,246.00

Length of Structure ---------- 0.011 mi.

Federal Funds (80%)-----------$54,596.00
County Funds ----------------- 13,650.00
TOTAL COST $68,246.00

Group 1 100%
Contract No. 9561
Prefix: 327-1982
Prefix: 327-1010

N. Fork Ash Creek Bridge (Independence)
(Nonparticipating - State Work)

Furnishing and Installing Mailbox Posts	2 Each	95.00	$	190.00

9561

November 2, 1982

Lloyd Halverson
City Manager
City of Independence
P.O. Box 7
Independence, Oregon 97351

Dear Mr. Halverson:

On October 28, 1982 we received a satisfactory bid from Steve Pyles, General Contractor, Inc., P.O. Box 3041, Salem, Oregon 97302 for the N. Fork Ash Creek Bridge replacement project on Gun Club Road in Independence.

As described in our Construction-Finance Agreement No. 7507, we anticipate the financial sharing of the project cost will be:

Contractor's Bid (Alt. "A")		$57,893.96
Anticipated Additional Items:		
Permanent Pavement Striping	$1,400.00	
Erosion Seeding & Mulching	500.00	$ 1,900.00
SUBTOTAL		$59,793.96
Contingencies (4 1/2%)		2,690.73
Engineering (10%)		5,979.40
Estimated Construction Cost		$68,464.09
Estimated Preliminary Engineering Cost		18,000.00
Estimated Total Project Cost		$86,464.09
City Match (20% of $86,464.09) =		17,292.82
Special City Allotment Funding ($25,000 max)		17,292.82
NO COST TO CITY		$ - 0 -

With the Special City Allotment funds providing the required 20% local match for the Highway Bridge Replacement funds, this project will be completed at no expense to the City.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KED:pt
cc: Phil [illegible]
Vern Skoog - Please transfer Special City Allotment funds as described on attached invoice.

11-1-82

6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A559(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20022

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/15/82

8. FEDERAL ROUTE NUMBER Secondary A559

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Ash Creek (Gun Club Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 10/14/82 I approve the following program change:

1) Project Number: Change to read "BRS-A559(3)" from BROS-2702(1)
2) Appn Code: Change to read "118" from "117".
3) Class of Federal Funds: Change to read "Bridge Replacement (65% On-System)".

The above is based on the fact that contrary to previous information the road is on the secondary system as FAS-A559 Spur.

RECEIVED
STATE HWY ENGR
OCT 18 '82
REFER TO Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10/18 ong

14. DATE 10/15/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A559(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20022

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/15/82	8. FEDERAL ROUTE NUMBER Secondary A559	9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Ash Creek (Gun Club Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change
See below

13. REMARKS

As requested by Mr. Swan's letter of 10/14/82 I approve the following program change:

1) Project Number: Change to read "BRS-A559(4)" from BROS-2702(2).
2) Appn Code: Change to read "118" from "117"
3) Class of Federal Funds: Change to read "Bridge Replacement (65% On-System)".

The above change is based on the fact that contrary to previous information the road is on the secondary system as FAS-A559 Spur.

10/18

RECEIVED
STATE HWY ENGR
OCT 18 '82
REFER TO
Swan
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 10/15/82	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 14, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. 20022
Project No. BROS-2702(1)
Ash Creek (Gun Club Rd.) Bridge Sec.
Polk County

I request approval of a program change requiring modifications as follows:

1) Project Number: Change to read "BRS-A559(3)".
2) Appn Code: Change to read "118".
3) Class of Federal Funds: Change to read "Bridge Replacement (65% On-System)".

This request is based on the fact that contrary to previous information the road is on the secondary system as FAS-A559 Spur.

JLG:bks
cc: Ken Husby
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 14, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. 20022
Project No. BROS-2702(2)
N. Fk. Ash Creek Bridge (Independence) Sec.
Polk County

I request approval of a program change requiring modifications as follows:

1) Project Number: Change to read "BRS-A559(4)".
2) Appn Code: Change to read "118".
3) Class of Federal Funds: Change to read "Bridge Replacement (65% On-System)".

This request is based on the fact that contrary to previous information the road is on the secondary system as FAS-A559 Spur.

JLG:bks
cc: Ken Husby
General Files

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2702(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20022

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/82

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
North Fork Ash Creek Bridge (Gun Club Road - Independence)

11. GENERAL DESCRIPTION OF WORK
One Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 9/23/82 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $91,100 Federal Funds $72,880 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9/23/82 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
OCT 1 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	O/R	Sign	Act	File

14. DATE 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL Valach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 23, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20022
Project No. BROS-2702(2)
N. Fk. Ash Cr. Br. (Independence) Sec.
Polk County

Attached support data consists of PR-1 forms and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 28, 1982.

I request authorization to proceed with actions necessary to advance the physcial construction provided for by the project at an estimated total cost of $91,100 with an obligation of $72,880 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bks
Attachments

cc: C.O. Fredrickson (Region 2)
Ken Husby w/att.
General Files

Form 734-3122

Section N. Fork Ash Creek Bridge (Independence) Programming Estimate $ 91,000

Highway County Road (Gun Club Road) Project Length 0.05 mi.

County Polk Completion Time 180 CD

Kind of Work Grading, Paving, Structure Est. Comp. Date May 27, '83

Prefix 327 - 1982 Letting Date Oct. 28, '82 Project No. BROS - 2702(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

		Alt. "A"	Alt. "B"
Estimated Contract Amount		$ $77,650^{00}$	$77,810^{00}$

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	1400
Temporary Pavement Striping.	
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished ______	
Roadside Seeding & Mulching	500
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ___ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Adjust Utilities:	

$ $1,900^{00}$ $1,900^{00}$

	Alt. "A"	Alt. "B"
Subtotal	$ $79,550^{00}$	$79,710^{00}$
Contingencies (4-1/2%)	$3,579^{75}$	$3,586^{95}$
Engineering (~~8~~, ~~9~~, [✓ 10%])	$7,955^{00}$	$7,971^{00}$
~~Subtotal~~	$	
Credit for ______		
	Alt. "A"	Alt. "B"
Estimated Net Authorization, Construction	$ $91,084^{75}$	$91,267^{95}$

APPROVED

Road Design Engineer

APPROVED
FINAL DESIGN ENGR.

cc Phil Stearns 9-21-82

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE
HIGHWAY DIVISION

Section N. Fork Ash Creek Bridge (Independence)		County POLK	Sheet 1 of 2
Kind of Work Grading, Paving, Structure	Length 260 ft.	Date 8-23-'82	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(7%)	5,100-
2	Temporary Protection and					
	Direction of Traffic		All	All	-	1,200-
	ROADWORK					
3	Removal of Structures and Obstructions		All	All	-	1,500-
4	General Excavation		Cu. Yd.	75	18-	1,350-
5	Trench Excavation		Cu. Yd.	20	15-	300-
6	1"-0 Aggregate Base		Ton	160	10-	1,600-
7	Class "C" Asphalt Concrete		Ton	120	40-	4,800-
8	12-inch Culvert Pipe		Lin. Ft.	72	15-	1,080-
9	Guard Rail, Type 2A		Lin. Ft.	88	15-	1,320-
10	Guard Rail, Type 3		Lin. Ft.	100	28-	2,800-
11	Guard Rail Anchors, Type 1		Each	4	320-	1,280-
12	Rail End Pieces, Type C		Each	4	85-	340-
13	Extra for Asphalt Approaches		Each	2 ~~4~~	200-	400
14	Furnishing and Installing					
	Mailbox Posts		Each	2	100-	200-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section: N. Fork Ash Creek Bridge (Independence)	County: POLK		Sheet 2 of 2
Kind of Work: Grading, Paving, Structure	Length: 260 ft.	Date: 8-23-'82	Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
15	Bridge Removal Work		All	All	-	5,000-
16	Structure Excavation		Cu. Yd.	40	12-	480-
17	Furnish Pile Driving Equipment		All	All	-	8,000-
	Alternate "A"					
18	Furnish Prestressed Concrete Piling		Lin. Ft.	250 ~~260~~	14-	3,500-
19	Drive Prestressed Concrete Piles		Lin. Ft.	250 ~~260~~	2-	500-
	Alternate "B"					
20	Furnish Cast-in-Place Piling		Lin. Ft.	260 ~~270~~	14-	3,640-
21	Drive Steel Pile Shells		Lin. Ft.	260 ~~270~~	2-	520-
22	Structural Concrete, Class 3300 (16 C.Y. @ \$250)		All	All	-	4,000-
23	4'x55'/60' Prestressed Slabs		Each	8	3350-	26,800-
24	Reinforcement (2,200 lbs @ \$ 0^{50})		All	All	-	1,100-
25	Metal Rail with Tubing		Lin. Ft.	125	40-	5,000-
~~26~~	~~Membrane Waterproofing~~		~~Sq. Yd.~~	~~200~~	~~13-~~	~~2,600~~
				Alt. "A" subT.	\$54,380	
				Alt. "B" subT.	\$54,540	

734-1736 (8-81)

9361

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

August 20, 1982

CITY OF INDEPENDENCE
RECEIVED
AUG 23 1982
Filed By
Date Filed

Lloyd Halverson
City Manager
PO Box 7
Independence, OR 97351

North Fork Ash Creek Bridge
Gun Club Road

Enclosed are two copies of the preliminary plans and a foundation report for the subject bridge.

The present estimate of costs for the proposed contract is as follows:

Roadwork	*$19,000*
Structure	*58,000*
Engineering and Contingencies	*15,000*
Total	*$92,000*

Please review the plans and return one set to this office with your comments and approval signatures of your Mayor and City Recorder.

Phil Stearns
Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

POS/rgb

Approved
N Ross

Dorothy Pugh
City Recorder

734-1867

7-1

STATE OF OREGON

INTEROFFICE MEMO

DES 23
10337A

TO: C. O. Fredrickson
Region II Engineer

DATE: August 18, 1982

FROM: ORIGINAL SIGNED
John M. Tindall J. M. TINDALL
Principal Structural Des. Eng.

SUBJECT:
N. Fork Ash Creek (Gun Club Road) Bridge
N. Fork Ash Creek (Independence) Section
Gun Club Road (Independence)
Polk County
Bridge 10337A

Attached are six reduced prints of Drawings 37147, 37148 and 36809 which are the advanced plans and vicinity map for the subject structure. Also is attached a copy of the Foundation Report which should be forwarded to the City of Independence.

Note that concrete bridge end panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$19,000
Structure	58,000
Engineering & Contingencies	15,000
TOTAL	$92,000

Please use these prints to obtain the approval of the City of Independence and to make a field review. Return one set to this office as soon as possible with the appropriate City approval stamped thereon.

We plan to call for bids on this project November 18, 1982.

JMT:smd

cc H. A. Schell, FHWA /w/ 2 sets plus 1 copy of Foundation Report
Specifications /w/ 1 set plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set
Utilities /w/ 2 sets (please send 1 set to PP&L)
Project Management /w/ 1 set
Environmental (M. Banks) /w/ 1 set
Engineering /w/ 1 set
Art Gottfried /w/ 1 set

Contains Recycled Materials

Independence
8/11 ~~8/23/82~~
~~8/25/82~~
~~9/9/82~~

August 9, 1982

DES 16

Brent Forsberg
Waterway Coordination
Oregon Department of Fish and Wildlife
506 S.W. Mill Street
Portland, OR 97201

N. Fork Ash Creek Bridge (Independence)
County Road (Gun Club Road)
Polk County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 9 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

In the near future we plan to let a contract for the above bridge replacement project. There will be no fill involving the stream and removal quantities will be less than the 50 cubic yard limit required for a Division of State Lands permit. The road will be closed during construction.

The proposed bridge will be a single span precast concrete slab structure supported at each end on concrete piling. The only excavation required, approximately 36 cubic yards, will be for the construction of the concrete cap on the top of the piling.

We would be pleased to have you review the enclosed plan and offer your comments in lieu of a Division of State Lands permit application.

Please call if you have any questions.

J. H. Versteeg
Road Design Engineer

by

Donald L. Trout
Final Project Coordinator

Enc.

9/13/82
Use 10%
Turbidity
Control. Brent to Don
by ph. DLT

Independence

City of Independence
P. O. BOX 7, INDEPENDENCE, OREGON 97351
(503) 838-1212

"Where Rolled The Wagon Train"

REGION 2 ENGINEER
RECEIVED
AUG - 9 1982
RLE RBE
RE RCE RME RTE ROE
ULE GEO RSO ENV RFE

August 6, 1982

Phillip O. Stearns
Highway Division, Region 2
P.O. Box 14030
Salem, Oregon 97310

Re: N. Fork Ash Creek Bridge
Gun Club Road, Polk County
FAP: RS-A559(1)

Dear Phil:

Attached is a letter from Mrs. Hunnicutt who is a property owner directly north of the Gun Club Bridge site. Her letter poses what I see as unreasonably costly requirements for the granting of an easement or a right of entry. After discussing the matter with Mayor Rossi, we are of the view that we will now drop the plan for the footbridge over Ash Creek because of the costs and difficulties which this property owner's letter poses.

If you have any questions in thismatter, please feel free to call me.

Sincerely,

Lloyd Halverson
City Manager

RECEIVED
OCT 4 1982
ROAD DESIGN SECTION

RECEIVED
AUG 11 1982
OFFICE OF RESIDENT ENGINEER

LH:lhr
Encs.

8-9-82
Copy to John Tindall to TAA.

cc. [illegible]

City of Independence
P. O. BOX 7, INDEPENDENCE, OREGON 97351
(503) 838-1212

"Where Rolled The Wagon Train"

August 3, 1982

Mrs. Jessie Hunnicutt
111 N.W. 32nd Street
Corvallis, Oregon 97330

Dear Mrs. Hunnicutt:

I am in receipt of your letter dated July 22, 1982, and addressed to Russell Faust. The letter regards an easement for purposes of constructing a temporary footbridge over Ash Creek during the period of time that a new major bridge is being constructed for Gun Club Road. The purpose of the request by the City of Independence is, of course, to minimize the inconvenience which is caused to residents in the area of the construction project. As you know, without the footbridge, the stream will be impassible and people including schoolchildren will be caused some significant inconvenience for a period of time.

I regret that your letter proposes conditions and costs for a temporary easement or right of entry which are, in my opinion, unconscionably costly and plainly unreasonable. To fully fence all sides of a 6.4 acre site with 6-foot high chain link fence; to agree to gates, culverts, "exact measurements of tree circumferences at the 5-foot level", to agree to pay whatever legal costs you might feel obligated to incur, all of these and more together are simply not reasonable.

Sincerely,

Lloyd Halverson
City Manager

LH:lhr
cc Russ Faust
bcc Roger Hansen (Hwy. Commission)

RECEIVED
AUG 11 1982
[illegible] ENGINEER

FILE COPY

Corvallis, OR 97330
July 22, 1992

RECEIVED
AUG 11 1992
OFFICE OF
RESIDENT ENGINEER

Russell W. Faust
City Engineer
City of Monmouth
151 West Main Street
Monmouth, OR 97361

RE: E. Jones easement
foot bridge

Dear Mr. Faust:

You have not answered my July 8 letter asking that you submit your proposed easement and offer.

The following are considerations which my mother and I would expect to be observed and carried out.

Trespassing would be a major damage to our land and privacy. A public foot bridge will invite many to come, not only out of need but for curiosity and sight seeing. You know that they will openly take short cuts and believe that the land is for their convenience. Therefore a first priority, before construction, would be a TOTAL fencing of the 2.41 acres. It should conform to the existing chain link fence of heavy duty wire and 6 feet tall.

Fenced property without an entry would be ridiculous and since road grading has knocked out our entry, a gate and culvert to our property must be installed too.

The southwest corner stake, south of Ash Creek Bridge must be restored and and fenced from there. The City of Independence knocked out this corner stake when they laid pipe along Gun Club Road a few years ago, including laying and burying the pipe on the edge of our property, within its bounds. Did they think knocking out the stake made it legal?

Much heavy equipment in a wide area will be freely used by you. So much so that you want a complete clearing, including at least three good sized trees. I would like to know the exact circumference of those trees at 5 feet height, and the type of tree you wish removed. The natural habitat of the land will be disturbed.

A further consideratoon is the easement edges. They were left very rough-shod when the City put in the large sewer. The edges should NOT be a furrow of debrie or digging that would cause other tree roots to be so disturbed that they too would fall.

In addition to the permanent fencing of the land, there would have to be a temporary high fence during construction around the easement and bridge area to keep people and animals off our land.

There would have to be an assumption on your part for any one who might be hurt while crossing the bridge and on our property.

Of course I will need to consult a lawyer and we will need all legal fees paid and our costs.

At the end of construction, the original fence line on Gun Club must be restored and installed. Due to its being a flood area, I would be open to your suggestions, such as a Cable-Post adjoining the S.W. corner across the creek and connecting with the existing fence and restored gate.

Due to the increased foot traffic and warm weather, to eliminate fire danger, the 2.41 acres is to be mowed before the installation of the foot bridge. This should be done with respect to the trees which I have planted in the area.

We do not know the exact dates of begin and end of construction.

There should be compensation for the time that the public bridge is in use.

My mother is 92 and has owned this land for well over one-half century. My folks always highly valued this land and have been tax payers for a long time. The land and creek were always beautiful. Preservation of the land is essential.

Just what are the plans for Gun Club Road and this new bridge as there are so many uneven widths?

Al so, Just what width is this new bridge to be?

Just how much and what heavy equipment are you expecting to transverse on my mother's land?

What are the construction and completion dates?

What are the plans for Ash Creek? What if the dam above should break or be eliminated? SCS at one time told me, that it would be a "river".

What are the plans for the land and guidelines as set forth by LCDC?

Mrs. Alan Hunnicutt

9501

City of Independence
P. O. BOX 7, INDEPENDENCE, OREGON 97351
(503) 838-1212

"Where Rolled The Wagon Train"

July 15, 1982

Mr. Phillip O. Stearns
Highway Division, Region 2
P.O. Box 14030
Salem, Oregon 97310

Re: Gun Club Road Bridge Project

Dear Mr. Stearns:

This is to convey the City of Independence's view of the reasons for the inclusion in the Ash Creek - Gun Club Road project of a temporary foot bridge.

A substantial population, in excess of 500 persons lives in the area just north of the existing bridge. As you are aware, the detour while the bridge is out will be in the rante of two miles. Since construction will be underway in September which is part of the school year, and students ordinarily walk from the Ashbrook residential area to both Talmadge Junior High School and Central High School, there will be substantial effect if a foot bridge is not included in the project. Estimates provided to us by George Fisher of School District 13-J indicate that upwards of 1,000 students live in the area north of the creek, which would be effected by the bridge construction project. Additionally, residents of the area have informed me that there is some foot traffic over the bridge for shopping purposes. The further impact is that the high school athletic team in cross country uses the bridge to reach an appropriate running area which is a good, safe running area.

It is for these reasons that we believe that there is compelling, bona fide reason for the inclusion of the foot bridge in the project.

Sincerely,

Lloyd N. Halverson
City Manager

LNH:lhr

②

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2027

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BROS-2702(1) Prefix 327-1982

Project Name N. Fork Ash Creek Bridge (Independence) Gun Club Rd. (City St.)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN 16 1982

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Independence Oregon, this 11 day of June, 1982

City of Independence

Mayor

Dorothy Pugh
City Recorder

Certified By:

irgil M Wilson
Regional Right-of-Way Supervisor
Date 9/8/82

Instructions: Complete A or B and C.

KEH

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	*Typical Sections & Summary*
3	*Plan & Profile*

Temporary Protection And Direction Of Traffic Will Be Included In The Specifications.

STATE OF O

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSE

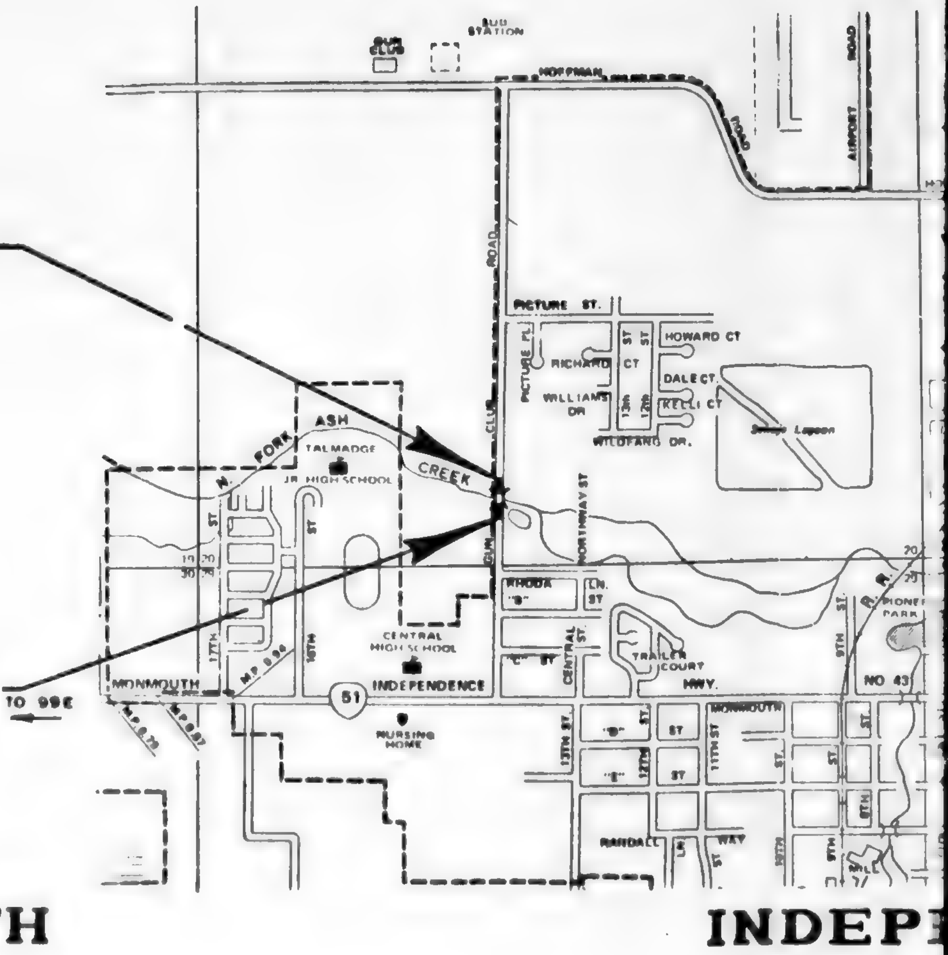
N. FK. ASH CREEK BRIDGE

CO. RD. (GUN CL

POLK COUNT

BEGINNING OF PROJECT
Sta. 43+00

END OF PROJECT
Sta. 45+60


SUB STATION
GUN CLUB
HOFFMAN
ROAD
AIRPORT
ROAD
GUN CLUB ROAD
PICTURE ST.
PICTURE PL.
RICHARD CT
HOWARD CT
DALE CT.
KELLI CT
WILLIAMS DR
13th ST
12th ST
WILDFANG DR.
N. FORK ASH CREEK
TALMADGE JR HIGH SCHOOL
NORTHWAY ST
17TH ST
16TH ST
RHODA
"B"
LN. ST
CENTRAL HIGH SCHOOL
INDEPENDENCE
"C" ST
CENTRAL ST
TRAILER COURT
HWY.
MONMOUTH
M.P. 8.94
TO 99E
51
NURSING HOME
13TH ST.
12TH
11TH ST
MONMOUTH
"B" ST
"E" ST
RANDALL LN WAY
9TH ST.
PIONEER PARK
NO 43
MONMOUTH
INDEPE

Sketch Ma
Scale 0 800 16

E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
APR 22 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

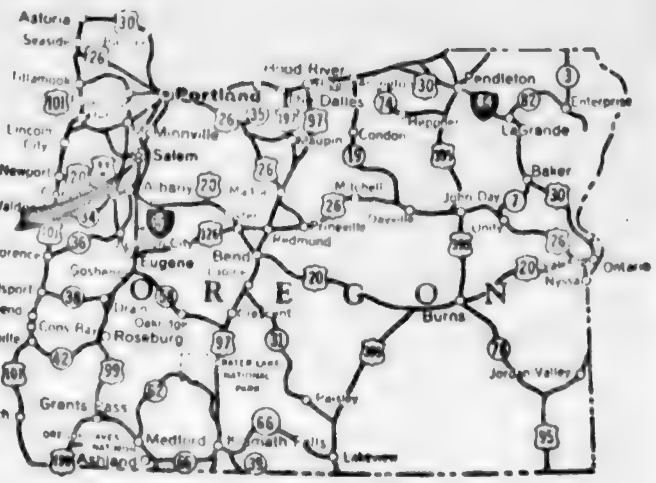
N.Fk. Ash Creek Bridge (Independence) Sec. CO.RD. (GUN CLUB ROAD) POLK COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR (OS)

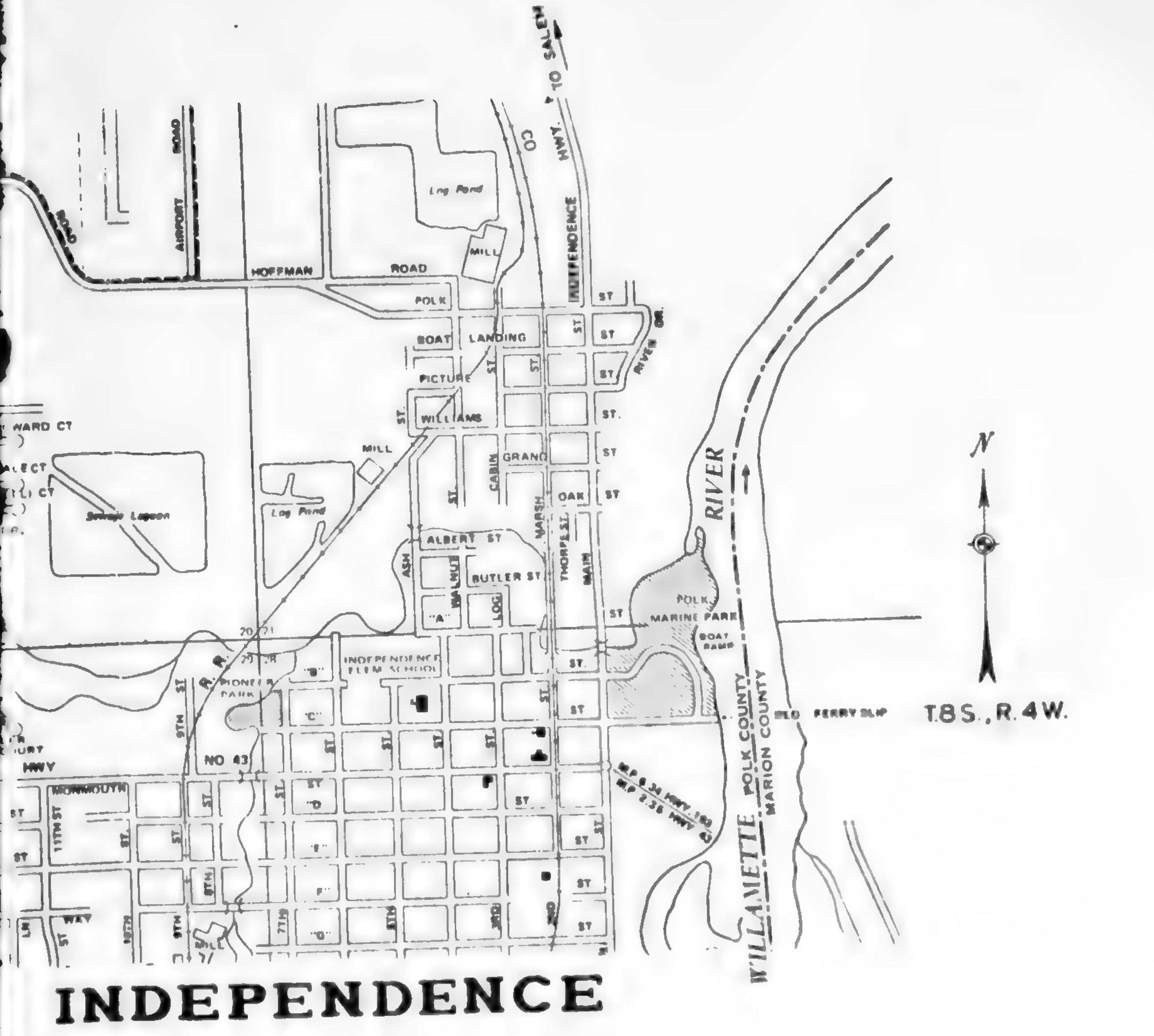
RIDGE (INDEPENDENCE) SEC.

(GUN CLUB ROAD)

POLK COUNTY



Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
Enterprise
Lincoln City
Newport
Salem
Albany
Corvallis
McMinnville
Madras
Condon
Heppner
La Grande
Baker
John Day
Mitchell
Prineville
Redmond
Bend
Eugene
Florence
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Burns
Ontario
Nyssa
Jordan Valley
O R E G O N



TO SALEM
HWY.
CO
AIRPORT
ROAD
Log Pond
MILL
HOFFMAN ROAD
POLK ST
BOAT LANDING ST
PICTURE
WILLIAMS
MILL
GRAND
CABIN
OAK
ALBERT ST
BUTLER ST
ASH
WALNUT
LOG
MARSH
THORPE ST
MAIN
RIVER DR
INDEPENDENCE HWY.
Sewage Lagoon
Log Pond
POLK MARINE PARK
BOAT RAMP
PIONEER PARK
INDEPENDENCE ELEM SCHOOL
NO 43
HWY
MONMOUTH
WAY
OLD FERRY SLIP
POLK COUNTY
MARION COUNTY
WILLAMETTE RIVER
N
T.8S., R.4W.

INDEPENDENCE

Sketch Map

Scale 0 800 1600 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF Independence
BY MAYOR Marion Rossi
BY RECORDER Dorothy Pugh
DATE 5-24-82

4475 OREGON OCT 30 1959 H S COULTER

4552 OREGON MAY 13 1960 EDGAR S HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustino	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

1581

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

DATE: April 15, 1982

TO: FILES

David W. Bryson

FROM: David W. Bryson, PE
Assistant Hydraulics Engineer

SUBJECT: Ash Creek (Gun Club Road) Bridge
Gun Club Road
Polk County

The proposed project will replace an existing 60-foot-long, three-span timber structure. The new structure will be placed on the same alignment as the existing structure.

HYDROLOGY

Ash Creek is a west-east tributary of the Willamette River and drains an area of approzimately 20.6 square miles above the bridge site. Since there is no stream gage data available for this creek, the recurrence interval vs. peak discharge relationship listed below was determined using the regression equations contained in the U. S. Geological Survey report entitled "Magnitude and Frequency of Floods in Western Oregon."

Recurrence Interval	Peak Discharge
500-year	3,900 cfs
100-year	2,930 cfs
50-year	2,550 cfs
25-year	2,180 cfs
10-year	1,720 cfs
5-year	1,390 cfs

The city of Independence and the Polk County Road Department were contacted concerning flooding at this location. They both stated water usually overtops the roadway sag immediately north of the bridge at least once and sometimes several times a year. During the December 1964 flood, Polk County estimates the floodwaters were 4± feet deep (elevation 164.0± feet) over the roadway sag north of the bridge. It is also not that unusual for the floodwaters to completely inundate the bridge. There are also houses in the area which are subject to flooding. During the December 1980 flood, the houses right of station 41+00 had about two inches of water in their living rooms.

HYDRAULIC DESIGN

The 25-year flood of 2,180 cfs with an estimated highwater elevation of 163.0 feet was chosen as the design flood. During the 100-year flood of 2,930 cfs, the highwater elevation is estimated to be 164.0 feet.

The existing structure provides a gross waterway area of 290± square feet normal to the stream. The bottom of the beams are at elevation 160.5 feet with the low point in the roadway sag at elevation 159.3 feet. This structure was analyzed and found to create approximately 0.1 foot of backwater during both the 25-year and 100-year floods. The roadway overtopping flood was calculated to have a 1.5-year recurrence interval.

It is suggested that the "status quo" be maintained at this crossing so as not to worsen the flooding experienced by the residents upstream of the bridge site. Since the majority of the floodwater is conveyed as roadway overflow, it is important that the existing gradeline be matched as closely as possible. The new structure should also provide the same gross waterway area (290± square feet) normal to the stream as the existing structure. As with the existing structure, the new structure will create approximately 0.1 foot of backwater during both the 25-year and 100-year floods and the roadway overtopping flood frequency will remain at approximately 1.5 years.

RIPRAP

With a computed velocity of 3.1± feet per second through the bridge opening, it is felt that no riprap protection will be required.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Don Adams "
Don Harwell "
Chuck Fredrickson"
Herb Schell, FHWA"

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig
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APR 15 1982
ROAD DESIGN SECTION
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Action

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	2,180	2,930	750	
	m^3/s				
Frequency — yrs.		25	100	1.5	
H.W. Elevation Natural Channel	ft.	163.0	164.0	159.3	
	m.				
H.W. Elevation Channel Change	ft.	—	—	—	
	m.				
Average Velocity	fps	2.1±	2.1±	3.1±	
	mps				
Headwater Elevation	ft.	—	—	—	
	m.				
Tailwater Elevation	ft.	—	—	—	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Ash Creek (Gun Club Road) Bridge
Gun Club Road
Polk County

COMPILED BY: Dave Bryson

DATE: April 14, 1982

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section:	N. Fk. Ash Creek Bridge (Independence)	Date	April 15, 1982
Highway:	County Rd., Gun Club Road	Ten Year Traffic Coefficient	6.2
County:	Polk	18 kip s.a. per day	11
Prefix:	327-1982	R Value	10
Project Manager:	Art Gottfried	Frost Penetration	---
		CBE Total Requirement	20.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface & Base	8.0"
12.0"	Aggregate Base	12.0"
16.0"		20.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Oil Mat	= 1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	= 1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION N. FORK ASH CR. BR. (GUN CLUB RD) UNIT OR PART ____ Sheet 1 of 1

HIGHWAY Gun Club Road PREFIX 327-1982 COUNTY Polk

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum	100%	9%	11,765.00 $10,~~577.70~~
2	111	Temp Prot. & Direction of Traffic	Lump Sum	100%	1½%	[illegible] $1,762.95
3	111	Temporary Signs	Sq. Ft.	81 Sq.Ft.	6.00	$486.00
4	111	Temp. Rail Traff. Barriers (reflectorized)	Lin. Ft.	40 Lin. Ft.	12.00	$480.00
5	203	General Exc. (100 C.Y.)	Lump Sum	100%	1,500.00	$1,500.00
6	304	Aggr. Base 1"-0	Ton	231.2 Ton	9.00	$2,080.80
7	403	Class "C" A.C.	Ton	130 ~~79.2~~ Ton	71. ~~141.00~~	[illegible] ~~$3,247.20~~
8	603	12" Conc. Sewer Pipe	Lin. Ft.	52 Lin. Ft.	18.00	$936.00
9	606	Guard Rail Type 3	Lin. Ft.	100 Lin. Ft.	30.00	$3,000.00
10	606	Guard Rail Anchors Type 1	Ea.	4	300.00	$1,200.00
11	606	Install Type "C" End Pieces	Ea.	4	85.00	$340.00
12	620	Place Rip-Rap Class 50	C. Y.	13 C. Y.	20.00	$260.00
13	202	Bridge Removal Work No Conc. 24x60 Wood Pile Bents	Lump Sum	100%	7,000.00	$7,000.00
14		Structure 32x60	Lump Sum	100%	97,000.00	$97,000.00
						[illegible]
		Total Bid Items				~~$129,870.65~~
						[illegible]
		Engineering & Contingencies		20%		$25,974.13
						156,605.00
		Total				~~$155,844.78~~

②

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION N. FORK ASH CR. BR. (GUN CLUB RD) UNIT OR PART ______ Sheet 1 of 1

HIGHWAY Gun Club Road PREFIX 327-1982 COUNTY Polk

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum	100%	9%	10 758.65 ~~$10,577.70~~
2	111	Temp Prot. & Direction of Traffic	Lump Sum	100%	1% ~~1½%~~	1183.57 ~~$1,162.95~~
3	111	Temporary Signs	Sq. Ft.	81 Sq.Ft.	6.00	$486.00
4	111	Temp. Rail Traff. Barriers (reflectorized)	Lin. Ft.	40 Lin. Ft.	12.00	$480.00
5	203	General Exc. (100 C.Y.)	Lump Sum	100%	1,500.00	$1,500.00
6	304	Aggr. Base 1"-0	Ton	[illegible] ~~231.2~~ Ton	9.00	[illegible] ~~$2,080.80~~
7	403	Class "C" A.C.	Ton	95 Tons ~~79.2~~ Ton	71. ~~141.00~~	[illegible] ~~$3,247.20~~
8	603	12" Conc. Sewer Pipe	Lin. Ft.	52 Lin. Ft.	18.00	$936.00
9	606	Guard Rail Type 3	Lin. Ft.	100 Lin. Ft.	30.00	$3,000.00
10	606	Guard Rail Anchors Type 1	Ea.	4	300.00	$1,200.00
11	606	Install Type "C" End Pieces	Ea.	4	85.00	$340.00
12	620	Place Rip-Rap Class 50	C. Y.	13 C. Y.	20.00	$260.00
13	202	Bridge Removal Work No Conc. 24x60 Wood Pile Bents	Lump Sum	100%	7,000.00	[illegible] ~~$7,000.00~~
14		Structure 32x60 26" Slab #42 x 1.2/3g ft.	Lump Sum	100%	97,000.00	$97,000.00
		Total Bid Items				130,299.22 ~~$129,870.65~~
		Engineering & Contingencies		20%		26059.84 ~~$25,974.13~~
		Total				$156359.06 ~~$155,844.78~~

②

327-1982

North Fork Ash Creek (Gun Club Road) Bridge

City Of Independence

- - - - - - - - - - - -

LOCATION NARRATIVE

- - - - - - - - - - - -

History

Authority for Survey was submitted December 7, 1981. Its purpose was to obtain field data, plans, specifications and cost estimate to replace existing timber bridge and construct nominal approaches at each end.

Project Termini

The length of the survey is 1000 feet, beginning at "P" Line station 40+00 and ending at station 50+00 which coincides with the intersection at Rhoda Lane. The total length of construction is 275 feet or 0.05 mile. The survey was extended northward to include the existing overflow area in the road profile.

Right-of-Way

None required. The work is to be held within the existing 40' R/W.

Horizontal Alignment

No change. Because only nominal approaches are specified bridge will be constructed on existing roadway centerline which is tangential throughout the project area. The "P" Line approximates the centerline of the existing road.

The R/W pins found indicate the centerline of R/W and centerline of road coincide at 50+00. However at 40+00 the roadway centerline is 4 feet left of the R/W centerline. This divergence tapers to a minor amount at the bridge site and has no adverse effect on the proposed construction.

Vertical Alignment

The vertical alignment remains unchanged except for a 120' vertical curve to smooth the approaches to the new bridge. Roadway grade remains virtually unchanged except for a slightly lower roadway at the north end of the bridge to accommodate the vertical curve.

Temporary Protection and Direction of Traffic

The roadway will be closed to through traffic for the duration of the project. Temporary continuous rail traffic barrier, reflectorized, will be installed across the road at 43+00 and 45+00 with "Road Closed - Bridge Out" sign affixed to each. At Gun Club Road intersections at Monmouth-Independence Highway and at Hoffman Road "Bridge Out - Road Closed to Thru Traffic" should be erected.

The road closure should not impose undue hardship on the local residents and traveling public as alternate routes are available via Pacific Highway West and Independence Highway. Access will be made to all homes on Gun Club Road. Prior notice of closure will be made to radio and news media.

Utility Conflicts

A 9" H_2O line owned by Pacific Power & Light and two 4½" telephone conduits owned by Pacific Northwest Bell are mounted along the East side of the existing structure. A 3" gas line owned by Northwest Natural Gas is mounted along the West side of the existing structure. All of the above utilities will have to be removed from the existing structure & attached to the new structure by their owners. Utility adjustments will be made at their owner's expense. Overhead lines in the area are not expected to interfere with construction.

High Water Problems

The vertical clearance below the proposed structure is about the same as the existing if recommended roadway grades are adopted. Removal of old piles and use of a single span structure will allow a greater waterway opening than at present.

The grade of the overflow area from 41+00 - 43+50 should not be raised, else flooding conditions would be aggravated. Houses near 41+00 Rt. received about 2-inches of water in their living rooms during high water of December 1980.

The stream in this area is periodically dredged by the Ash Creek Water Control District, Pete Glennie, Secretary. Ron Cooper, a board member has kept detailed records of flooding in the area and will share the information if asked. His address is 320 Gun Club Road, home phone 838-5380, business phone 838-1220 ext 263.

Typical Section

The typical section shows 2 - 12' travel lanes, 1 - 2' shoulder on the right and a 5' bike path on the left. Base design is as shown on Authority for Survey: 3"-Class "C" A. C., 12"-1"-0 Aggregate Base. The paving width tapers from the existing 20' at sta 43+50 to 35' at sta 43+75, then to 32' at sta 44+00. Sta 44+00 to 44+60 is structure. From sta 44+60 to sta 44+85 pavement tapers from 32' to 35', then to match 20' existing at sta 45+10.

Embankment, Riprap, & Concrete Materials

The above materials are available locally from commercial sources.

North Fork Ash Creek (Gun Club Road) Bridge - Location Narrative Continued

Drainage

52 Lin. Ft. of 12" Sewer Pipe will be necessary as the guard rail flare at the S. W. corner of the bridge pushes toe of slope too close to R/W to allow a ditch section.

Proposed Structure

The structure proposed is a single span of prestressed p. c. slabs 60 ft. long, 32 ft. wide, occupying almost the same location as the existing 3 span wooden structure.

If the proposed bents were constructed with wing walls, the Riprap at the South end could be deleted. An 8" and a 12" sewer pipe would have to be incorporated into any proposed wingwall at the South bridge end.

It is recommended the guard rail posts be mounted on the sides of the slabs. This would allow the following typical section on the structure: 2 - 12' driving lanes, a 2' shoulder on the right and a 5' sidewalk/bike path along the left side for a total horizontal clearance of 31.5 feet.

Bridge Removal

This project will include the removal of the existing 24' x 60' timber structure and several timber pile remnants from previous bridges. Removal to comply with Subsection 202.32.

Foundation & Soils Investigation

Request for this work has been made.

Anticipated Items

Permanent striping to be done by state forces.

Local Government Approval

The Project Manager met with the following officials March 1, 1982: Marion Rossi, Mayor of Independence; M. Russell, City Att"y; John Snitker, Public Wks. Supt.

The vicinity map was reviewed. City requested bike path be placed on east side of bridge and roadway instead of west side as shown. The plan view was changed accordingly but the typical sections were not changed. However a note was added to the vicinity map to show the typical sections drawn as viewed 'back on line.'

City approved the profile grade, other construction details and the plan for handling traffic during construction.

There has been no public hearing, as such. Last Spring one was called but no one came. Since then public interest has been aroused and the City would like to call another hearing when preliminary plans are ready. They need 7 to 10 days notice and would like State to present the details of the project.

J. M. Martin
Project Manager

```
                                                                                 123.95            123.95
                                        TOT      N1                                                123.95  **
                                     ** JOB TOTALS **             **                     **
                                                                                                          STATE
   ASH CR(GUN CLUB RD) BR     CONT NO      FA PROJ NOS BROS702001 100                                      P.E. Adv. Dep.
                               327   1982     295      00 N 9     3,600.00           3,600.00          3,600.00
                               327   1982     296      00 N 9     3,600.00CR         3,600.00CR        3,600.00CR
                               327   1982     901      00 P 1     2,523.13           2,523.13          2,523.13
                               327   1982     920      00 P 1       142.85             142.85            142.85
                                              TOT      P1         2,665.98           2,665.98          2,665.98
                                           ** JOB TOTALS **       2,665.98  **       2,665.98  **      2,665.98  **
                                                                                                          STATE
   TILLAMOOK PV MARK          CONT NO      FA PROJ NOS PMS 00S092 100                                    271.49CR
                               329   1972     296      00 N 9                                            271.49
                               329   1972     298      00 N 9                                             62.91
                               329   1972     905      00 P 1                                            205.58
                               329   1972     906      00 P 1                                              3.00
                               329   1972     920      00 P 1                                            271.49
                                              TOT      P1                                                271.49  **
                                           ** JOB TOTALS **                **                **
                                                                                                          STATE
                              CONT NO      FA PROJ NOS
                               330   1910     296      00 N 9                        1,953.00CR        1,953.00CR
                               330   1910     298      00 N 9                        1,953.00          1,953.00
                                           ** JOB TOTALS **                **                **                  **
                                                                                                          STATE
   STATE HOSP RD UPRR (PENDLETON CONT NO   * FA PROJ NOS SRS 00S063 100                                1,121.90CR
                               330   1920     294      00 N 1                                          1,977.46CR
                               330   1920     296      00 N 9                                          1,970.49
                               330   1920     298      00 N 9                                              6.97
                               330   1920     299      00 N 9                                              3.00
                               330   1920     901      00 P 1                                          2,096.53
                               330   1920     903      00 P 1                                             71.14
                               330   1920     905      00 P 1                                              5.76
                               330   1920     914      00 P 1                                             13.00
                               330   1920     923      00 P 1                                          2,189.43
                                              TOT      P1                                              1,121.90CR
                                              TOT      N1                                              1,067.53  **
                                           ** JOB TOTALS **                **                **

                                                                                FEBRUARY 1982      PAGE  646
   TOTAL TO DATE JOB COST SUMMARY
                                                                                    FISCAL         GRAND TOTAL
   DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH  YEAR TO DATE     TO DATE
                                                                                                          STATE
   SE NEWPORT AVE UMTLA-STNFL HY CONT NO    * FA PROJ NOS SOS 002001 100               4,613.65        5,503.65
                               330   1930     295      00 N 9                        4,217.22CR       12,793.65CR
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TOTAL TO DATE JOB COST SUMMARY                                          FEBRUARY 1982        PAGE  422
                                                                            FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH   YEAR TO DATE      TO DATE
                                              ** JOB TOTALS **               **            **    18,400.00  **

                                                                                                          STATE
  BLACKHORSE CRK BR BROS-2503(1 CONT NO       FA PROJ NOS
                                   325   1709    900     00      21,320.00        21,320.00        25,000.00
                                              ** JOB TOTALS **   21,320.00  **    21,320.00  **    25,000.00  **

                                                                                                          STATE
  FALLS CITY(N MAIN ST)           CONT NO 9175 * FA PROJ NOS                                       17,913.99
                                   327   1715    201     00                                            26.34
                                   327   1715    206     00                                           179.07
                                   327   1715    270     01                                           243.14
                                   327   1715    270     02                                         3,532.25
                                   327   1715    900     00                                            44.98
                                   327   1715    900     00 -
                                              ** JOB TOTALS **               **            **    21,939.77  **

                                                                                                          STATE  P.E. Adv
  INDEPENDENCE (ASH CR BR)        CONT NO        FA PROJ NOS                                                     Deposit
                                   327   1716    900     00       3,600.00         3,600.00         3,600.00
                                              ** JOB TOTALS **    3,600.00  **     3,600.00  **     3,600.00  **

                                                                                                          STATE
  NEHALEM-9TH,"B",8TH,TOHIS AVE CONT NO         FA PROJ NOS
                                   329   1711    900     00                       12,496.20        24,996.20
                                              ** JOB TOTALS **               **   12,496.20  **    24,996.20  **

                                                                                                          STATE
  TILLAMOOK (3 W OCEAN PL)        CONT NO        FA PROJ NOS
                                   329   1712    900     00                       12,500.00        12,500.00
                                              ** JOB TOTALS **               **   12,500.00  **    12,500.00  **

                                                                                                          STATE
  HERMISTON-NE NEWPORT HWY 54     CONT NO        FA PROJ NOS                                       23,810.00
                                   330   1736    900     00
                                              ** JOB TOTALS **               **            **    23,810.00  **

                                                                                                          STATE
  ELGIN-N 9TH AVE-N 10TH AVE      CONT NO        FA PROJ NOS
                                   331   1718    900     00                       12,500.00        25,000.00
                                              ** JOB TOTALS **               **   12,500.00  **    25,000.00  **

                                                                                                          STATE
  UNION (W ARCH ST)               CONT NO        FA PROJ NOS
                                   331   1719    900     00      12,500.00        12,500.00        12,500.00
                                              ** JOB TOTALS **   12,500.00  **    12,500.00  **    12,500.00  **

                                                                                                          STATE
  GRNWOOD-ALIMO-W 2ND ST ENTPRS CONT NO         FA PROJ NOS                                       25,000.00
                                   332   1710    900     00
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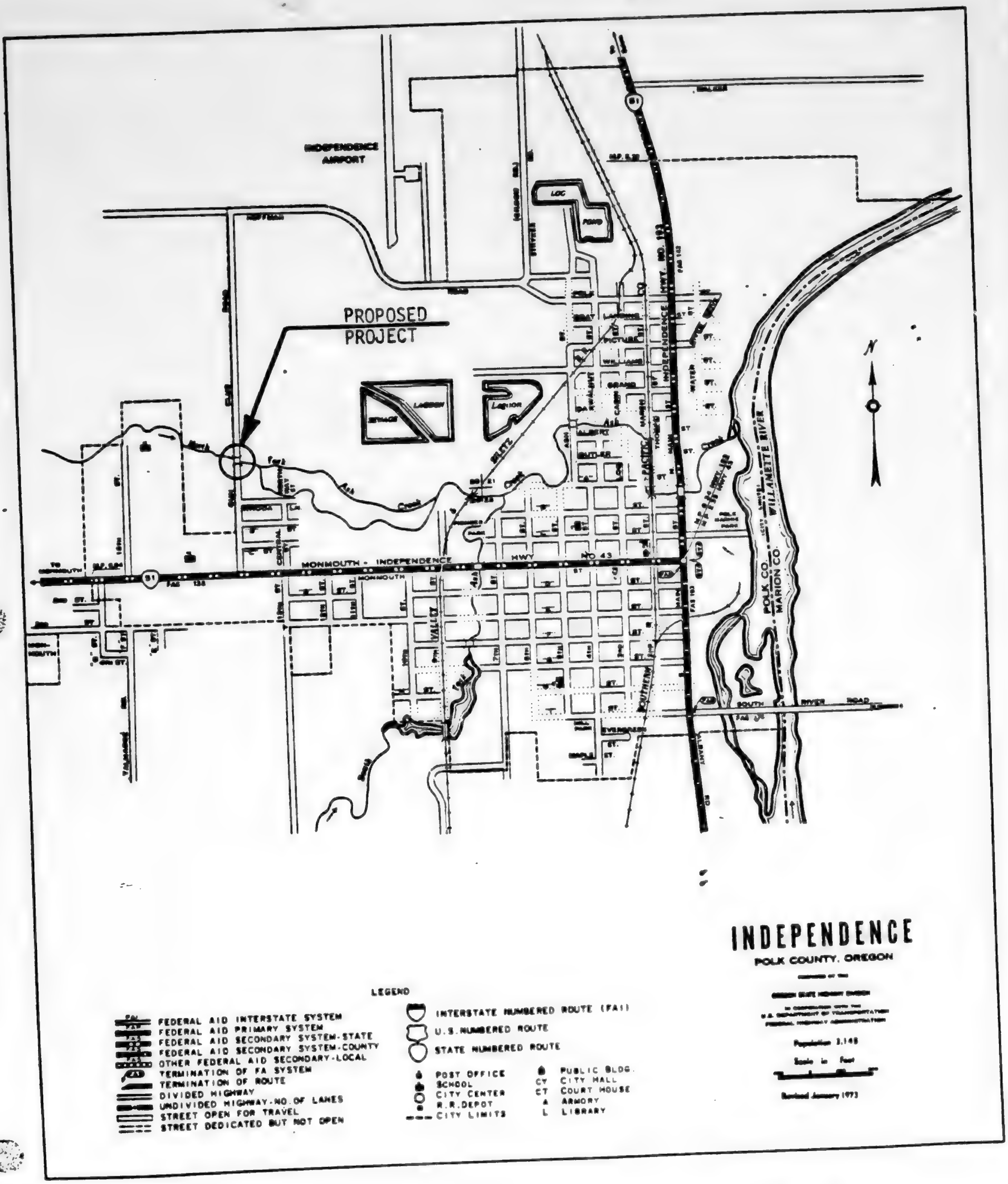
SUMMARY
1982 SPECIAL CITY ALLOTMENT PROGRAM
PROJECTS APPROVED FOR CONSTRUCTION

CITY	STREET	REMARKS
AURORA	First St. (Hwy. 99E-Main St.)	A connector between 99E and I-5; heavy auto and truck traffic; pavement condition poor.
ESTACADA	NE Pierce St. (NE 2nd Ave.-NE 6th Ave.)	A major school bus route serving four public schools; severe pavement deterioration.
INDEPENDENCE	Ash Creek (Gun Club Road) Bridge	Very poor condition; 3-ton load limit; average daily traffic (ADT) 2,030 (3-10-81); serves airport and new growth area to the north.
JACKSONVILLE	Huener Lane (Blackstone Alley-"G" St.)	School bus route for elementary school and middle school; a main access to the business district. Heavy pavement wear.
JORDAN VALLEY	Various: Summerville Street; Oregon Street and Marshall Street	These streets serve an area of extreme growth (153% since 12-31-75), and are badly in need of new base and surfacing.
JUNCTION CITY	E. 6th Avenue (SPRR X'ing-Cedar St.)	Formerly a State Highway, E. 6th carries heavy traffic (ADT 2,660); serves new growth area to the east.
MAUPIN	Railroad Avenue (Hwy. 197-RR Terminal)	The only access to the area's grain elevator and RR terminal; unusual traffic, comprised mostly of heavy trucks. Existing pavement in horrible condition.
NORTH PLAINS	Commercial Avenue (Glencoe Rd.-5th St.)	A busy main thoroughfare carrying auto, lumber truck, and harvest vehicle traffic; moderate-heavy pavement wear.
SUTHERLIN	Central Avenue (State St.-Umpqua St.)	The City's main thoroughfare; heavy traffic, ADT is 11,000; pavement shows significant lateral and longitudinal cracking.
TILLAMOOK	3rd Street (Del Monte Ave.-Ocean Pl.); Ocean Place (3rd St.-4th Street); 4th Street (Ocean Pl.-Laurel Ave.)	These streets comprise the major east-west route within the City; heavy traffic (ADT is 6,000).
UNION	W. Arch Street (2nd St.-6th St.)	A major east-west route serving a lumber mill at its west end; at city limits, becomes a county road which provides access to the city. Severe pavement deterioration.


PROPOSED PROJECT
INDEPENDENCE AIRPORT
LOC POND
MONMOUTH - INDEPENDENCE HWY NO 43
INDEPENDENCE HWY. NO. 193
WILLAMETTE RIVER
POLK CO.
MARION CO.
SOUTH RIVER ROAD
VALLEY
SOUTHERN
N
INDEPENDENCE
POLK COUNTY, OREGON
Population 3,148
Scale in Feet
Revised January 1973
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

7501

B

February 10, 1982

City of Independence
City Hall
Independence, OR 97351

AGR 4

Attention: Dorothy Pugh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7501

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for a bridge replacement project covering the Ash Creek (Gun Club Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agreement attached)

BEFORE THE CITY COUNCIL

CITY OF INDEPENDENCE

A Resolution Authorizing the Mayor)
to Execute a Preliminary Engineering)
and Construction-Finance Agreement)
with the State of Oregon for)
Replacement of the Gun Club Road)
Bridge Over Ash Creek.)

RESOLUTION NO. 656

WHEREAS, the City has determined the need to replace the Gun Club Road Bridge over Ash Creek within the City of Independence, and

WHEREAS, to meet this need the City has arranged for financing from various sources, including the State of Oregon, and

WHEREAS, the State of Oregon, acting by and through its Department of Transportation, Highway Division, has offered to provide the preliminary engineering services and construction services for the replacement of said bridge under contract, and

WHEREAS, the City has determined that it is in the best interests of the City and its people that this Contract be executed, and

WHEREAS, the City entered into a Contract with the State for provision of a portion of those services on July 19, 1981, and

WHEREAS, the City has determined that the interests of the City and its people will best be served by the mutual rescission by the City and the State of Oregon of that Contract of July 19, 1981, and its replacement with that Contract entitled Preliminary Engineering and Construction-Finance Agreement Highway Bridge Replacement Project, a copy of which is attached hereto as "Exhibit A",

BE IT THEREFORE RESOLVED:

That the Mayor is authorized to execute that Contract entitled Preliminary Engineering and Construction Finance Agreement Highway Bridge Replacement Project, a copy of which is attached hereto as "Exhibit A".

PASSED this 12th day of January, 1982.

6 Ayes 0 Nays

Marion Rossi
Marion Rossi, Mayor

Attest: Dorothy Pugh
Dorothy Pugh, City Recorder

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-4-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2702(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Polk

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20022

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/4/82

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Ash Creek (Gun Club Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $18,000 F.F $14,400
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 12/8/81 and in accordance with your approved Certification Acceptance Plan.

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO Moehring
FOR
Info | Inve: | R/D | D R | Sign | Act | File

Orig 1-11-82

14. DATE 1/4/82

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hoesner

16 TITLE for Division Administrator

ORM PR-1240 PREVIOUS EDITIONS MAY BE USED
v. 12-79)

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANS[illegible]RTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
City St., Gun Club Rd. in Independence "Ash Creek (Gun Club Rd.) Bridge Sec."	117	20022	BROS-2701(1)	Non	City St

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) Independence Airport ROW 40' minimum

Water Development None Recreation & Historical Areas None

Polk (053)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 3 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 Statewide

1-EIS ____ 2-Categorical Exclusion x 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 5 .

(2) Ash Cr. (Gun Club Rd.) Bridge Str. #53-C-520

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 18,000
FF	$ 14,400
STATE	$ ---
City	$ 3,600

For PR-37:

Field Phase	$
PS&E Phase	$

Pro Rata 80%

REMARKS:
1) Attached is an authority for survey and sketch map.
2) Included in the approved bridge replacement inventory list with a sufficiency rating of 32.5

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
12-8-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

9561 ——

Form 81-734-3039

(ACBOrol)

Acc, 1-19 3

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ~~Ash Creek Bridge (Independence)~~ Ash Creek (Gun Club Rd) Br - Independence

Date December 7, 1981

Highway Gun Club Road off system

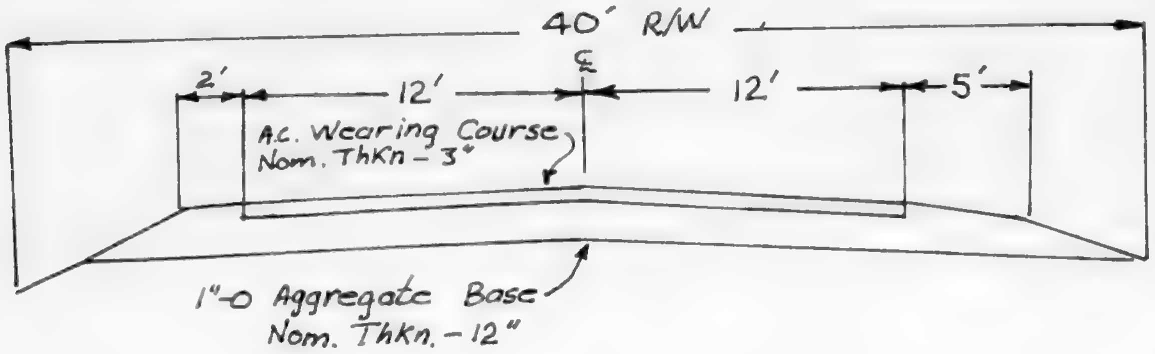
Authorization No. 1 Revised

County Polk #27

Survey Prefix 327-1982 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project is located on Gun Club Road, approximately 0.26 miles northerly from the Monmouth-Independence Highway.



Purpose of survey:

Prepare plans, specifications and cost estimate to replace the existing bridge and construct nominal approaches on each end. Work to be performed by state.

Estimate of Costs::			Specifications	(921)	1,800
Project Manager	(901)	$3,000	Adm. Serv. (Emg.)	(922)	100
Final Design	(905)	2,000	Environmental	(923)	200
Bridge Design	(906)	4,500	Foundation Investigation	(926)	4,000
Soils & Geology	(910)	1,000			
Traffic	(911)	100			
Utility Liaison	(914)	100			
Recon. & Hydrology	(918)	1,100			
Project Management	(920)	100			

BROS-2701 (1)
1-4-82

20% (18000) = $3600

Approved by OTC 1-27-81 125,000 HBR-05

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JAN 12 1982
LOCATION SECTION

Total estimated cost of survey . . . . . $ 18,000

Previous authorization . . . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

W

City of Independence
P. O. BOX 7, INDEPENDENCE, OREGON 97351
(503) 838-1212

"Where Rolled The Wagon Train"

REGION 2 ENGINEER
RECEIVED
DEC 1 1981
[✓ RLE] RBE
RE [✓ RCE] [✓ RME] RTE ROE
ULE GEO RSO ENV RFE
5

November 30, 1981

Phil Stearns, Region 2
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: City of Independence Special City Allotment (SCA) Program

Dear Mr. Stearns:

The City of Independence is pleased to hear of the recent decision by the Transportation Commission to approve its request for up to a maximum of $25,000 in SCA funds to help finance replacement of Ash Creek (Gun Club Road) bridge in Independence. The time and effort devoted by the Transportation Commission and your staff in reviewing our application for assistance is deeply appreciated.

It is the intent of the City to request that the State perform the preliminary and construction engineering for the project. However, our staff is available and anxious to assist in any way possible.

Again, we are grateful for your assistance and the assistance provided by your staff.

Yours very truly,

STEVE

Steve Feldman
City Manager

SF:lhr

15-1

November 18, 1981

INT 3-2

City of Independence
City Hall
Independence, Oregon 97351

Attn: Steve Feldman
City Manager

Dear Mr. Feldman:

SUBJECT: 1982 SPECIAL CITY ALLOTMENT (SCA) PROGRAM

I am pleased to inform you that on November 18, 1981 the Oregon Transportation Commission officially approved your proposed project, Ash Creek (Gun Club Road) Bridge, for construction under the Special City Allotment Program. SCA funds up to a maximum of $25,000, will provide Independence's 20 percent local matching monies for the Highway Bridge Replacement funds.

We will prepare a Special City Allotment Agreement and submit it, through our Region Office in Salem, for your City Council to consider and approve. Until then, no action on your part is necessary.

If you have any questions, feel free to contact this office, 206 Transportation Building, Salem, Oregon 97310, Phone 378-6565; or, our Regional contact:

Phillip O. Stearns
Highway Division, Region 2
P.O. Box 14030
2960 E. State Street
Salem, Oregon 97310
Phone: 378-2626

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

cc: Phil Stearns, Region 2

DATE: November 5, 1981

ITT 3-2

TO: OREGON TRANSPORTATION COMMISSION

FROM: R. S. Coulter
State Highway Engineer

SUBJECT: Special City Allotment
1982 Program
Finance Approval

There will be a request for approval of the Special City Allotment Program Funds on the Consent Calendar at the November meeting.

This allocation has been distributed in accordance with the Working Agreement as developed with LOC.

SCA Funds for the projects are estimated for Fiscal Year 1982 at $275,000, which will be combined with some $210,000 in other funds available to the local agencies to undertake improvements with an estimated total cost of $485,000.

Attached is a summary for the program. A complete staff report is on file.

The program projects have been investigated and are eligible for funding. I recommend your approval of the projects and request authorization to sign the necessary agreements.

Attachment

KEH:pf
bcc: F. P. Klaboe)
R. W. Gormsen) Summary & Staff Report
E. S. Hunter) Attached
D. H. Moehring)
George Bell)
V. E. Skoog

SUMMARY
APPLICATIONS RECOMMENDED FOR APPROVAL
1982 SPECIAL CITY ALLOTMENT PROGRAM

CITY	STREET	TYPE OF WORK	SCA	CITY	TOTA
AURORA	First Street (Hwy 99E - Main Street)	Resurface	$ 25,000	$ ---	$ 25,00
ESTACADA	N.E. Pierce Street (N.E. 2nd Ave. - N.E. 6th Avenue)	Reconstruct	25,000	70,000	95,00
INDEPENDENCE	Ash Creek (Gun Club Road) Bridge	Structure	25,000	* 100,000	125,00
JACKSONVILLE	Huener Lane (Blackstone Alley-"G" St.)	Resurface	25,000	---	25,00
JORDAN VALLEY	Summerville St. (Main St.-Iowa St.)	Resurface	25,000	---	25,00
	Oregon Street (Bassett St.-Combs St.)				
	Marshall Street (Oregon St.-Iowa St.)				
JUNCTION CITY	E. 6th Avenue (SPRR Xing-Cedar St.)	Resurface	25,000	---	25,00
MAUPIN	Railroad Avenue (Hwy 197 - RR Term.)	Reconstruct	25,000	14,800	39,80
NORTH PLAINS	Commercial Avenue(Glencoe Rd.-5th St.)	Resurface	25,000	---	25,00
SUTHERLIN	Central Avenue (State St.-Umpqua St.)	Reconstruct	25,000	15,500	40,50
TILLAMOOK	3rd St. (DelMonte Ave.-Ocean Place)	Resurface	25,000	10,500	35,50
	Ocean Place (3rd St.-4th St.)				
	4th Street (Ocean Place-Laurel Ave.)				
UNION	W. Arch Street (2nd St.-6th St.)	Reconstruct	25,000	---	25,00
		TOTALS	$275,000	$210,000	$485,80

* Funded from Off-System Highway Bridge Replacement

7511

October 21, 1981

INT 3-2

Steve Feldman
City Manager
City of Independence
City Hall
Independence, Oregon 97351

Dear Mr. Feldman:

SUBJECT: SPECIAL CITY ALLOTMENT (SCA) PROGRAM

Your request for SCA funds to help finance replacement of Ash Creek (Gun Club Road) Bridge will be included in the 1982 SCA Program to be presented to the Transportation Commission for approval at its meeting in Portland on November 18, 1981.

Based upon a reconnaissance investigation, your project is estimated to cost about $125,000. Federal Highway Bridge Replacement OFF-SYSTEM funds will provide 80% financing; SCA funds, up to a maximum of $25,000, will be used to provide the required 20% local match. Until Transportation Commission approval, no action on your part is necessary.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan
Operation Programming Engineer

KEH:pf

cc: Phil Stearns, Region 2

9561

B

July 29, 1981

City of Independence
City Hall
Independence, OR 97351

AGR 4

Attention: Dorothy Pugh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7507

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a bridge replacement project referred to as the Ash Creek (Gun Club Road) Bridge in your City.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9561

7-14-81

CITY OF INDEPENDENCE

COUNTY OF POLK, STATE OF OREGON

A Resolution Authorizing the Mayor)
and City Recorder to Sign on Behalf)
of the City a Preliminary)
Engineering and Construction)
Finance Agreement for the)
Construction of a New Bridge Over)
Ash Creek at Gun Club Road; and)
Instructing the City Manager to)
Proceed to Solicit Bids for)
Provision of Engineering Services)
in Connection with the Said)
Construction.)

RESOLUTION # 648

WHEREAS, the City Council of the City of Independence has determined that the interest and safety of the people of Independence requires that the bridge of Gun Club Road over Ash Creek be replaced, and

WHEREAS, the Highway Division of the State of Oregon Department of Transportation has submitted a Preliminary Engineering and Construction Financial Agreement to arrange the finances of up to 80% of the cost of the project through funds from the Special Highway Bridge Replacement Program of the Federal Highway Administration, and

WHEREAS, the city is required under the said agreement to pay the difference between the Federal Contribution and the total cost of the project, and

WHEREAS, it is in the best interests of the city and in furtherance of fiscal responsibility for the city to assure that engineering costs connected with the aforementioned bridge construction be obtained at the least possible cost,

/
/
/
/
/
/

26

BE IT THEREFORE RESOLVED:

1) The Mayor and City Recorder are authorized to sign the Preliminary Engineering and Construction Finance Agreement tendered by the State of Oregon Department of Transportation, Highway Division for the replacement of the Gun Club Road bridge over Ash Creek, in the City of Independence, submitting a certified copy of this Resolution together with the necessary signed copies of the aforementioned agreement to the appropriate contracting authorities.

2) The City Manager is directed to solicit bids for the engineering services necessary for the bridge construction project. The City Manager shall further solicit a cost-estimate from the State of Oregon Department of Transportation for the same engineering costs if the services are performed by the said department. Upon receipt of the bids and estimates, and upon complying with all procedures required by the contracting authorities for acceptance of bids of this kind, the City Manager shall accept, on behalf of the city, the bid or estimate which will result in the least cost to the City of Independence, provided the estimate in bid, when accepted, will be firm and the organization making the bid or estimate tenders an undertaking that the actual cost to the city will not exceed the bid or estimate accepted, except with the prior written consent of the city.

PASSED this 14th day of July, 1981.

AYES 5 NAYS 0

Marion Rossi
Marion Rossi, Mayor

ATTEST:

Dorothy Pugh
Dorothy Pugh, City Recorder

27

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Ash Creek Bridge (Independence)

HIGHWAY NAME: Gun Club Road

HIGHWAY NUMBER:

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Polk	CITY Independence

LENGTH: 500'

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Independence

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Off System HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replacement of an existing bridge and enough approach work to accommodate the additional width and possible grade change. Work to be held within the existing 40' R/W.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 1981

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 25	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

Doc

APPROVED

Location Engineer

Date 6/17/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11-foot	2 - 12-foot
SHOULDERS	2 - Var. 0-4'	2' West & 4' East
MEDIANS		— — — —
PARKING LANES		— — — —
SIDEWALKS		One side (1-5ft. on Str.)
BIKEWAYS		Shldr. Bikeway
INTERCHANGES		— — — —
OTHER:		— — — —

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream N.Fk. Ash Cr.	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type to be determined

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☐	☒
RIGHT–OF–WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(5)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	1982 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
From Application		
A/C Pavement	3"	
Aggregate Base 1"-0	12"	

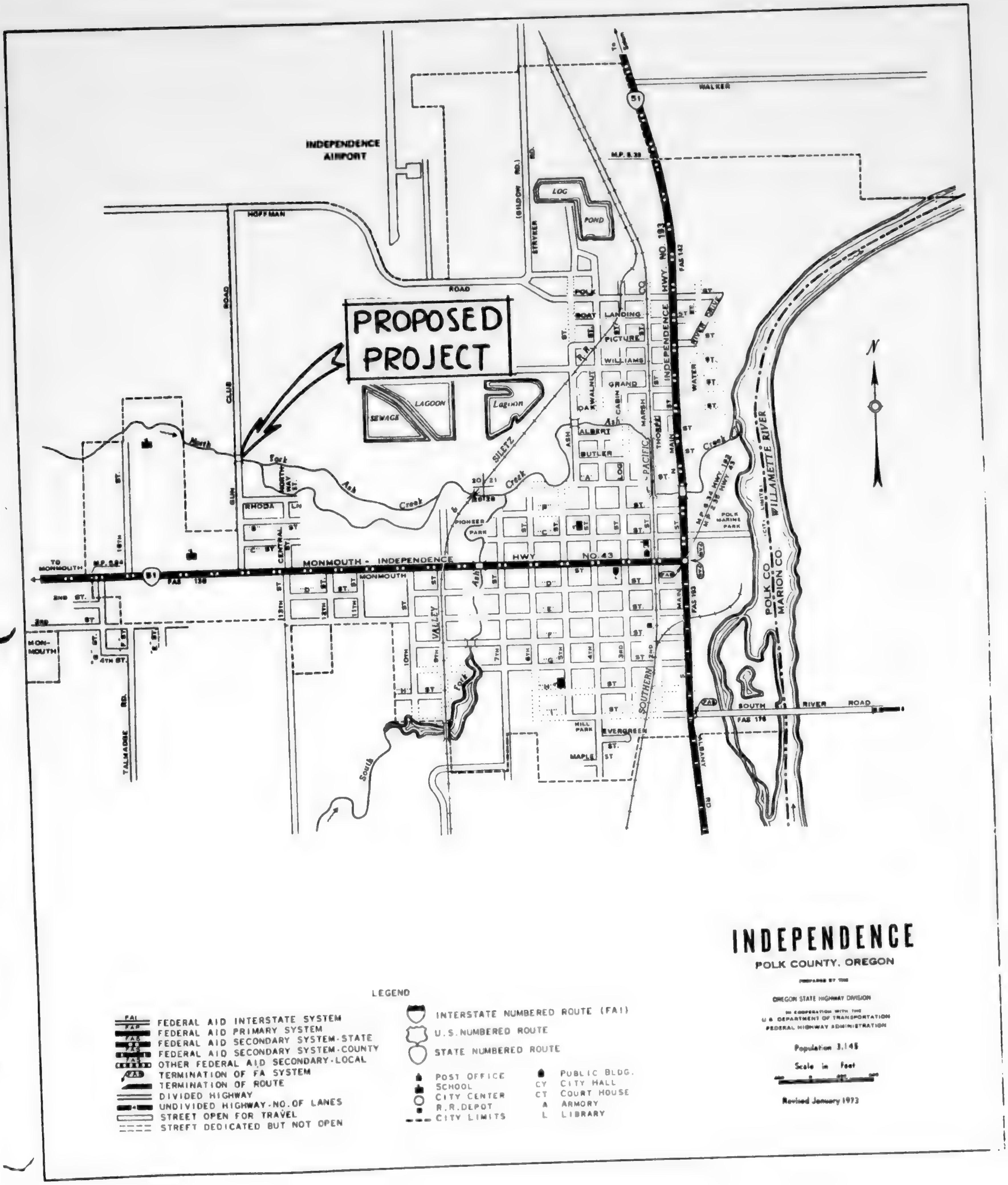
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,500	15.000
RIGHT OF WAY		
TRAFFIC CONTROL		2.000
ILLUMINATION		
STRUCTURES (60' L x 36' W)	86,500	99.000
RAILROAD		
ROADWAY	10,000	
OTHER		
ENGINEERING & CONTINGENCIES 40%	38,500	40.000
PROJECT TOTAL	141,500	156.000

SUBMITTED BY


PROPOSED PROJECT
INDEPENDENCE AIRPORT
HOFFMAN
WALKER
To Salem
51
M.P. 8.39
LOG POND
STRYKER
(GILDOW RD.)
ROAD
CLUB ROAD
GUN
SEWAGE LAGOON
Lagoon
North Fork Ash Creek
Ash Creek
SILETZ
POLK
BOAT
LANDING
PICTURE
WILLIAMS
GRAND
WALNUT
OAK
CABIN
MARSH
ALBERT
BUTLER
LOG
ASH
INDEPENDENCE HWY. NO. 193
FAS 142
PACIFIC
SOUTHERN
MAIN ST
WATER ST
RIVER DRIVE
M.P. 0.36 HWY. 193
M.P. 2.39 HWY. 43
POLK MARINE PARK
WILLAMETTE RIVER
POLK CO.
MARION CO.
CITY LIMITS
N
RHODA
LN
B ST
C ST
NORTH 16TH ST
CENTRAL ST
16TH
PIONEER PARK
MONMOUTH - INDEPENDENCE HWY NO. 43
TO MONMOUTH
M.P. 0.84
FAS 138
MONMOUTH
2ND ST.
2ND ST
MON-MOUTH
4TH ST
TALMADGE RD.
13TH ST
12TH ST
11TH ST
VALLEY
10TH
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
D
E
F
G
H ST
South Fork
HILL PARK
EVERGREEN
MAPLE ST
FAS 193
FAS 176
SOUTH RIVER ROAD
ALBANY RD

INDEPENDENCE

POLK COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 3,145

Scale in Feet

Revised January 1973

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: INDEPENDENCE Date
No. of Previous Projects 4
Population: 1981: 4070 1976: 4150 -1.9%
Last Project 1963 (Year)
Street: GUN CLUB RD
ASH CREEK BRIDGE
Total SCA Funds $ 66,799.86
Funds/Capita $ —
Average/Capita $ —
Project Length 300' Mile
Right-of-Way Width Feet

	Existing	Minimum	Proposed
Uncurbed Street			
Width of Travelway:	ft.	12 feet	12 ft.
Width of Shoulders:	ft.	4 feet	4 ft.
Curbed Street			
Width of Travelway:	ft.	12 feet	ft.
Width of Parking:	ft.	6 feet	ft.
Base Design			
Base Course:	in.	9 in.	9 in.
Leveling Course (Optional):	in.	2 in.	in.
Type of Surfacing: (i.e.: Oil, Asphalt, Gravel)		Asphalt	AC
Depth of Surfacing:	in.	3 in.	3 in.

Type curbs: Walks: Width ft. Length ft.
Can street be closed during construction? No Yes
Remarks:

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$	$	$
TEMP. PROT. & DIRECT TRAFFIC	ALL			
GENERAL EXCAVATION	CU. YD.			
AGGR. BASE DEEP	SQ. YD.			
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC DEEP	SQ. YD.			
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.			
CONCRETE WALKS	SQ. YD.			
CONCRETE DRIVEWAYS	SQ. YD.			
INCH SEWER PIPE	LIN. FT.			
INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
ADJUST INLETS	EACH			
STRUCTURE & APPROACHES				
Flagging				
	Total			$
	Engineering & Contingencies (20%)			
	Total			$
	City's Estimated Share of Survey			$
	TOTAL ESTIMATED COST			$125,000

*Items include 10% allowance.

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: May 22, 1981

FROM: Ken Husby
Special Programs Engineer

SUBJECT: City of Independence

I arrived in the City of Independence and drove directly to the project site, which is a structure on Gun Club Road. It is called Ash Creek Bridge No. 53 C 520 at the west city limits of the City of Independence. Gun Club Road, running northerly and southerly, serves, on its north end a new housing area. Traffic on Gun Club Road is heavy. The ADT averages approximately 2,030 cars a day, according to a traffic count taken March 10-11, 1981. The pavement condition of Gun Club Road is poor. The bridge is an approved HBR Project; its condition is very poor, with a 3-ton load limit posted. Gun Club Road is approximately 22-feet in width, with asphalt surfacing patched in numerous locations.

After my site review I drove to City Hall where I met Steve Feldman, the City Manager, and Skip Russell, the City Attorney and City Planner. We briefly discussed the SCA program and the HBR program. The City is undecided regarding City Administered or State Administered projects. The City wishes to use the SCA money to provide the match money for the bridge replacment project. There is City money available to add to the project.

THE PROJECT EVALUATION SYSTEM:

Traffic (Heavy)	5
Structure Wear (Heavy)	5
5 Year Population Growth (-0%)	0
4 Previous Projects	1
1963 Last Project	3
Very Interested	2
TOTAL	16

KEH:pf

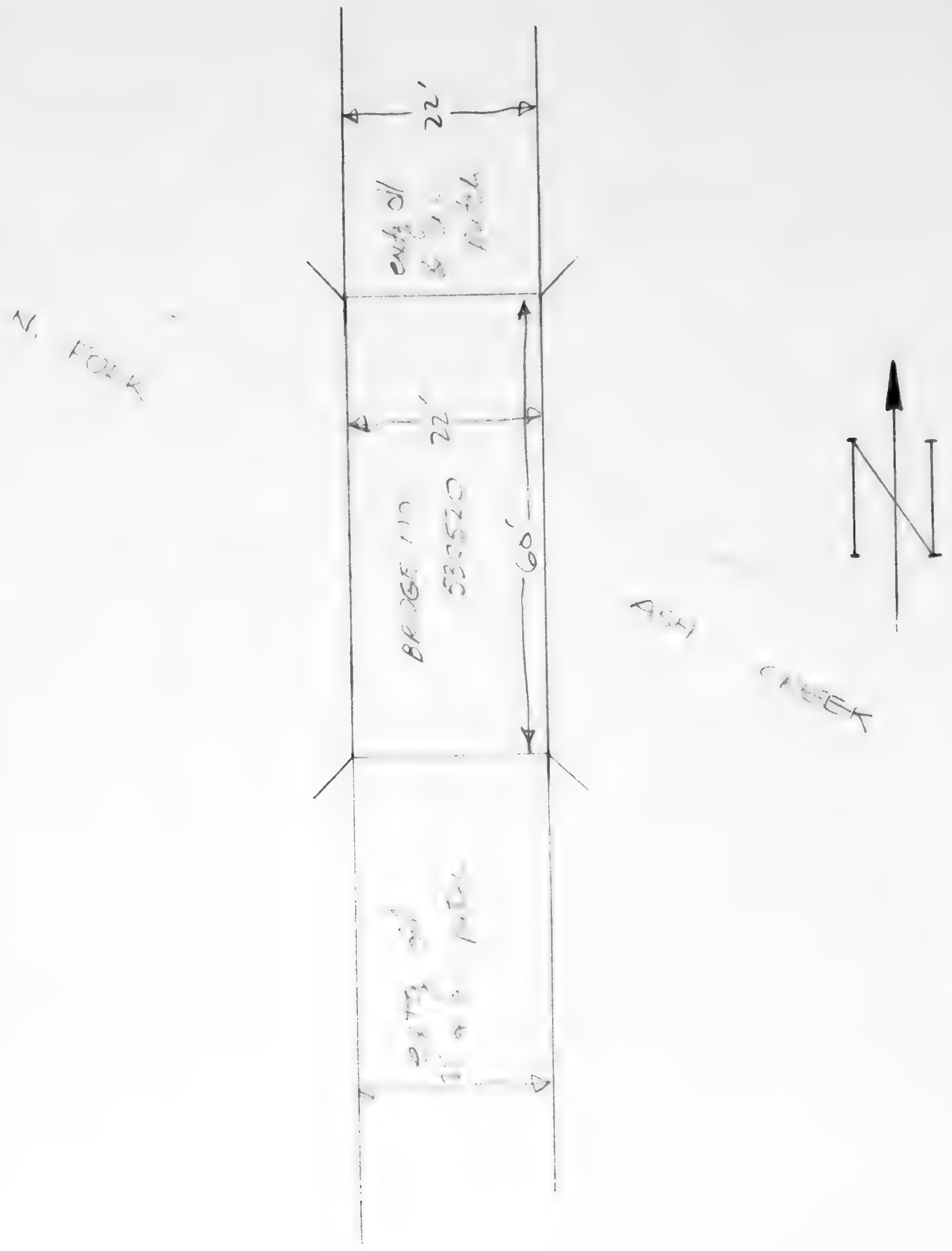
INDEPENDENCE
KEHUSBY

LOOKING NORTH ON GUN CLUB ROAD AT ASH CREEK BRIDGE

LOOKING SOUTH ON GUN CLUB ROAD AT ASH CREEK BRIDGE

INDEPENDENCE

KEHUSBY


22'
22'
60'
BRIDGE NO
33C520
N. FORK
ASH CREEK
N

1982 SPECIAL CITY ALLOTMENT PROGRAM
PROJECT EVALUATION SYSTEM
CITY OF INDEPENDENCE
ASH CREEK (GUN CLUB RD) BRIDGE

TRAFFIC	POINTS
Heavy	[✓ 5]
Mod. Heavy	[illegible]
Moderate	3
Mod. Light	[illegible]
Light	1
None	0

SURFACING WEAR STRUCTURE	POINTS
Heavy	[✓ 5]
Mod. Heavy	4
Moderate	3
Mod. Light	2
Light	1
None	0

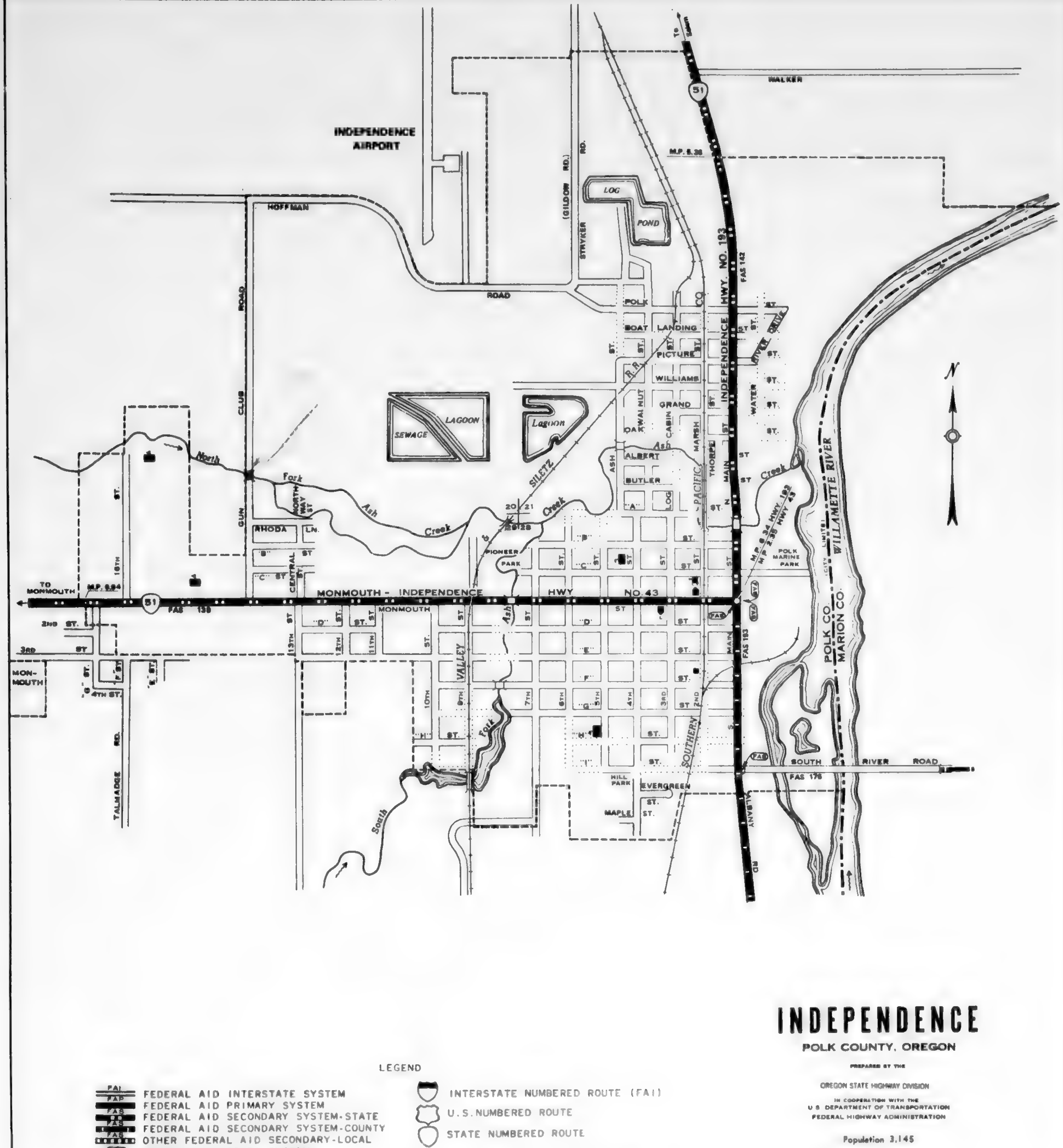
5-YEAR POPULATION GROWTH	POINTS
20% and over	5
15% to 20%	4
10% to 15%	3
5% to 10%	2
0% to 5%	1
Less than 0%	[✓ 0]

NO. OF PREVIOUS PROJECTS	POINTS
None	5
1 Previous Project	4
2 Previous Projects	3
3 Previous Projects	2
4 Previous Projects	[✓ 1]
5 or more Projects	0

YEAR OF LAST PROJECT	POINTS
Never	5
1947 through 1960	4
1961 through 1969	[✓ 3] 1963
1970 through 1975	2
1976 through 1980	1
1981	0

INTEREST BY CITY	POINTS
Very Interested	[✓ 2]
Interested	1
Missed Appointment	0

TOTAL EVALUATION RATING = 16 POINTS


To Salem
WALKER
51
INDEPENDENCE AIRPORT
M.P. 6.36
HOFFMAN
(GILDOW RD.)
STRYKER RD.
LOG POND
ROAD
CLUB ROAD
GUN
INDEPENDENCE HWY. NO. 193
FAS 142
POLK
BOAT
LANDING
PICTURE
WILLIAMS
GRAND
WATER
RIVER DRIVE
R.R.
CO
WALNUT
CABIN
MARSH
OAK
SEWAGE
LAGOON
Lagoon
North Fork Ash Creek
Ash
ALBERT
BUTLER
"A"
ASH
LOG
THORPE
MAIN
PACIFIC
SILETZ
N
WILLAMETTE RIVER
CITY LIMITS
RHODA LN.
NORTHWAY ST
PIONEER PARK
POLK MARINE PARK
M.P. 6.94 HWY 193
M.P. 2.58 HWY 43
TO MONMOUTH
M.P. 0.94
FAS 139
16TH ST.
CENTRAL ST
MONMOUTH - INDEPENDENCE HWY NO. 43
MONMOUTH
2ND ST.
3RD ST
MON-MOUTH
4TH ST.
TALMADGE RD.
13TH ST
12TH ST
11TH ST
10TH
9TH
8TH
7TH
6TH
5TH
4TH
3RD
2ND
VALLEY
SOUTHERN
Ash Fork
South
FAS 183
FAS
SOUTH RIVER ROAD
FAS 176
HILL PARK
EVERGREEN
MAPLE ST.
ALBANY RD
POLK CO.
MARION CO.

INDEPENDENCE

POLK COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 3,145

Scale in Feet

Revised January 1973

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
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- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG.
●	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
▬ ▬	CITY LIMITS	L	LIBRARY

Revised: 12/30/80

SPECIAL CITY ALLOTMENT (SCA) APPLICATION

CITY OF Independence Date April 2, 1981

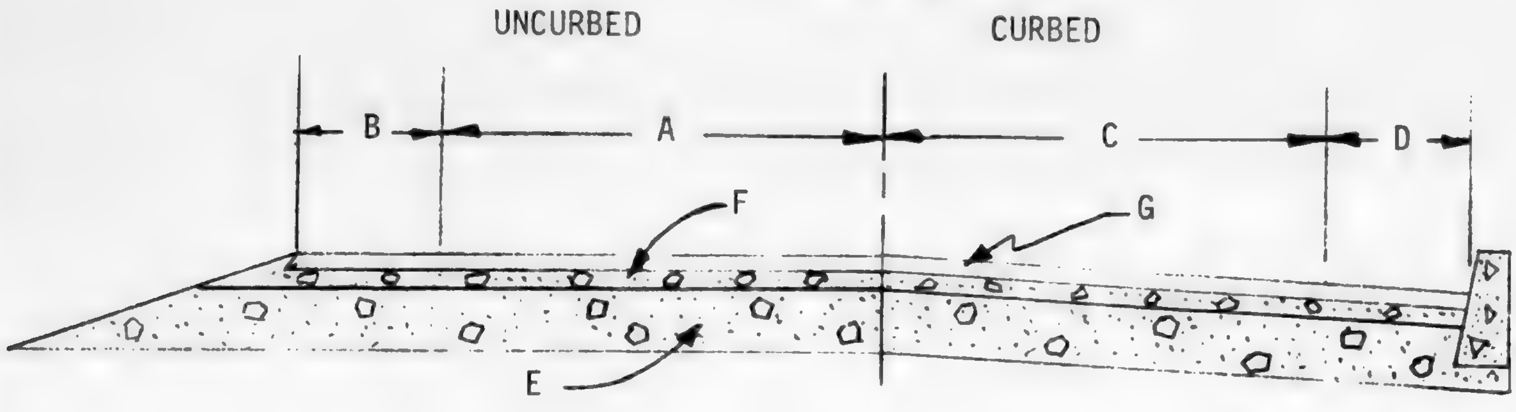
Street Name Gun Club Road (From Hwy No. 43 to Hoffman Road)
(Locate project on attached map)

Project Length ± 300 feet AVERAGE DAILY TRAFFIC Cars 1886 Trucks 140
(ADT=2026, March 10-11, 1981)

ROADWAY PROJECT DATA

STREET SECTION: See bridge project data

TYPICAL SECTION



		EXISTING	RECOMMENDED MINIMUM*	PROPOSED
Uncurbed Street:	A - width of travel way:	____ Feet	12 Feet	12 Feet
	B - width of shoulders:	____ Feet	4 Feet	4 Feet
Curbed Section:	C - width of travel way:	____ Feet	12 Feet	____ Feet
	D - width of parking:	____ Feet	6 Feet	____ Feet
Base:	E - Base Course:	____ Inch	9 Inch	9 Inch**
	F - Leveling (Optional):	____ Inch	2 Inch	____ Inch**
Pavement:	G - Type: (Gravel, oil mat, or A.C.)	____		A.C.
	Depth:	____ Inch	3 Inch	3 Inch

* Flexible; per SCA Agreement
** Not applicable (N/A) if overlay only is desired.

Site for disposal of excess excavated material: ____________________

____

DRIVEWAYS:

Construct as part of project? No ______ Yes ______ How Many? ______________________

Does City Ordinance specify width and number of driveways permitted? No ____ Yes ___

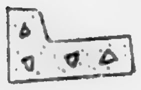
CONCRETE CURBS:

Construct as part of project ____________________ Now in place _________________

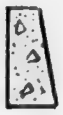
Width between present curbs: ___________________ Feet

Type of curbs desired? ___________________________

TYPE "A"



TYPE "C"



OTHER

See bridge project data

SIDEWALKS:

Construct as part of project. No _______ Yes _______

Width	Length	Side of Street
______Feet	______Feet	North ______East _______
______Feet	______Feet	South ______West _______

Is utility strip required? No ______ Yes ______: Width: ___________ Feet

Remarks ____

STORM SEWERS:

Construct as part of project ______________ Now in place _________________

Are they adequate for increased flow? No ______ Yes _______

Indicate depth of main lines from present surface: ______________ Feet

SANITARY SEWERS: (City to adjust if required)

Now in place? No ______ Yes ______

Depth of sewers from present surface: ___________ Feet

Remarks: ____

BRIDGE PROJECT DATA

1. Name of Bridge: Gun Club Road Bridge No. 53C520

2. Name of River or Stream: N. Fork Ash Creek

3. Does City wish a particular type of bridge design? No ______ Yes ______

Type desired: City requests opportunity to review and approve preliminary designs.

4. Roadway width of bridge: Minimum 25 feet

*5. Width of sidewalks: on upstream ______ downstream ______ side of bridge?

6. Will detour be constructed and maintained by City? no

By contractor? ______

7. Construct approaches or connections? By City no By Contractor yes

8. Will old bridge remain in place? no Removed by City? no

By Contractor? yes Salvaged for future use? ______

*9. Lightpost bases and conduit installed? No ______ Yes ______

*10. Will any of the following utilities be attached to this structure?

a) Water Mains: No ______ Yes ______ Size ______

b) Sanitary Sewer Mains: No ______ Yes ______ Size ______

c) Storm Sewer Mains: No ______ Yes ______ Size ______

d) Gas Mains: No ______ Yes ______ Size ______

e) Power Lines: No ______ Yes ______

f) Telephone Lines: No ______ Yes ______

g) Other Utilities? ______

11. Remarks: See Bridge No. 53C520 Inspection Report and Inventory enclosed.

* Items denoted by asterisks to be determined as functions of preliminary engineering.

9-81

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Ash Creek Bridge (Independence)

Date April 30, 1981

Highway Gun Club Road

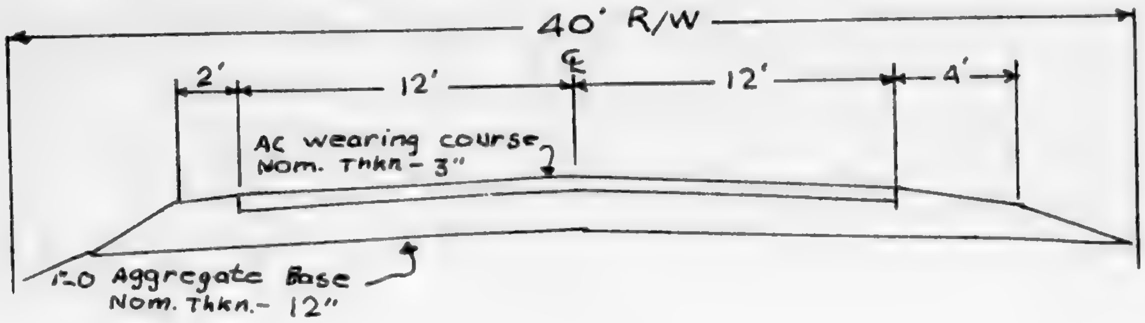
Authorization No. 1

County Polk

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.:

The project is located on Gun Club Road, approximately 0.26 miles northerly from the Monmouth-Independence Highway.



Purpose of survey:

Prepare plans, specifications and cost estimate to replace the existing bridge and construct nominal approaches on each end.

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Field Engineer

Recommended for Approval:

Phillip O. Stee for Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

9-561

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 4/30/81

PREFIX

1 - IDENTIFICATION

PROJECT NAME Ash Creek Bridge (Independence)

HIGHWAY NAME Gun Club Road

HIGHWAY NUMBER

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Polk	CITY Independence
LENGTH 500'	MILEPOST NUMBER TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Off System HBR

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replacement of an existing bridge and enough approach work to accommodate the additional width and possible grade change. Work to be held within the existing 40' R/W.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 2000 - 1981

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 25

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11-foot	2 - 12-foot
SHOULDERS	2 - Var. 0-4'	2' West & 4' East
MEDIANS		
PARKING LANES		
SIDEWALKS		One side
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☐	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☐	☐
Stream ______	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☐	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☐	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☐	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☐	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☐	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☒	☐	☐

Type to be determined

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	(5)	2
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE	1982 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
From Application		
A/C Pavement	3"	
Aggregate Base 1"-0	12"	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,500	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	86,500	
RAILROAD		
ROADWAY	10,000	
OTHER		
ENGINEERING & CONTINGENCIES 40%	38,500	
PROJECT TOTAL	141,500	

SUBMITTED BY ______________________

7-1

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Engineer

DATE: April 30, 1981

FROM: Loren Weber
Region Location Engineer

SUBJECT: Authority for Survey and Location Prospectus
Ash Creek Bridge - Independence
Gun Club Road
Polk County

I have attached an Authority for Survey and draft prospectus to cover the survey work for the replacement of the subject structure.

Since the preliminary engineering is to be done by a consultant, the 901 and 910 functions will be low. The estimated costs for the Region functions are:

Field	901	$ 200
Local Gov'ts.	903	6,000
Soils	910	750
Traffic	911	100
Utility	914	100
Foundations	926	4,000

D. E. Swan - Please Program & Update PMS.
cc w/Attachment:

E. S. Hunter	R. Trygstad
D. H. Moehring	D. O. Christensen
G. Bell	J. Sullivan
L. E. George	F. W. Yarbrough
G. Potter	J. Grassman
F. E. Terpin	F. Lowe
W. J. Hart	Region 2:
J. B. Boyd	Phil Stearns

COMMISSION APPROVED 1-27-81
FOR FY 1982

IN THE CITY COUNCIL OF THE CITY OF INDEPENDENCE

POLK COUNTY, OREGON

A Resolution)
Declaring Gun Club Road and)
Bridge In Need of Repair;)
Declaring Said Need to be by)
Reason of Excessive Wear)
Through Sudden Increase in)
Population; Requesting)
Assistance in Funding Repair)
From the Oregon Transportation)
Commission; Offering and Pledging)
Cooperation with the Oregon)
Transportation Commission, and)
Designating Steven Feldman as)
the City's Official Representative)
tive in All Negotiations)
Resulting from this Resolution.)
)

RESOLUTION # 642

WHEREAS, under the provisions of ORS 366.805, there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up on a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Independence is an incorporated City of the State of Oregon and has a population of less than 5,000 as given by the latest official Federal census; and

WHEREAS, the following streets of said City, Gun Club Road and Bridge over N. Fork Ash Creek, are not a part or parts of the State Highway System, but are streets under the jurisdiction and control of said City which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic"; and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Independence does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the that of said City may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Steven Feldman, City Manager, as the official representative of the City in all negotiations resulting from this request.

PASSED AND APPROVED this 21st day of April 1981.

There is attached hereto and made a part hereof, a City map on which is indicated the street, streets, road or roads described in this resolution.

Ayes 6 Nays 0

Marion Rossi
Marion Rossi, Mayor

ATTEST:

Dorothy Pugh
Dorothy Pugh, City Recorder

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section ____
Highway ____
County Polk
Region 2
(Attach Sketch Map)

Date April 7, 1981
City Independence Hwy. No. Gun Club Rd.
Begin M.P. ____ Length 60' ± Approaches
Program Estimate $125,000
Funding Source Highway Bridge Replacement Fund, local share through SCA Fund

B. Purpose, Need, and Description of Project (Describe Alternatives):

Project purpose is the replacement of an existing deteriorated bridge which is necessary to maintain safe traffic service. Bridge is now under a 3 ton load limit which excludes fire and emergency vehicles. Intent is to construct a new, adequate structure at the same location and of the same approximate size. See Bridge No. 53 C 520 Inspection Report.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

Replacement of existing necessary but deteriorated structure.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	Yes, gravel	Yes, gravel
Average Daily Traffic (Volume/Year)	2026 (1981)	
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)	25 posted	25

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts: None

Acres ____________

Estimated Number of Parcels ____________

Residential Relocation (No.) ____________

Business Relocation (No.) ____________

2. Estimated Impact on Land Use:

No changes anticipated. Project is replacement of existing structure.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

A 3 ton load limit was placed on the bridge for safety reasons in September, 1980, which adversely impacts fire and emergency vehicle response time, established truck traffic patterns, etc. Since project constitutes replacement of an existing structure, no significant changes in traffic volumes, flow, or patterns are anticipated as a result of the project.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No long term impacts anticipated. Temporary construction measures can be taken to preserve water quality, etc., during bridge installation.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Name of Preparer and Phone Number:

FEDERAL AID PROJECT REQUEST

Date April 7, 1981

Applicant Agency City of Independence
Request for: Off-System ___, FAS-C ___, FAUS ___ Project HBR(05)
Federal Aid Route No. ___ Route Name Gun Club Road
Project Name Ash Creek Bridge

Project Length 60 foot structure and ramps Project Location (Attach sketch map)
Project Description Replacement of existing deteriorated bridge which has load restrictions (See Bridge No. 53 C 520 Inspection Report). Rebuild existing road approaches to extent possible within project grant funds.

Average Daily Traffic 2026 Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 26' typ. Travel Lanes 2 @ 11' = 22' Shoulders vary 0' - 4'
Medians no Parking no
Sidewalks no
Remarks Existing roadway is paved turnpike section, with gravel shoulders in 40' R.O.W.

2. Desired Roadway Cross Section: (Attach sketch)

Width 30' Travel Lanes 2 @ 12' = 24' Shoulders 2' W and 4' E
Medians no Parking no
Curbed only @ bridge Length Curb Radii ___
Sidewalk/Bikeway sidewalk one side desired
Remarks Details to be developed as a function of preliminary engineering design.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width varies Minimum 40' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ___ No X

3. Will additional right-of-way be needed? Yes ___ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ___ No X
Remarks Fit new structure within existing 40' R.O.W.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project.

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA Bridge #53 C 520

1. Existing Structure:

Location Gun Club Road - See Map

Type Bridge - See Inspection Report and Bridge Inventory

Approach Roadway Width 26' Shoulder Width varies

Length 60' Width 25'

To remain in place? No - to be replaced

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 60' (Verify) Width 30' (Verify)

Are sidewalk/bikeways desired? Yes, will need sidewalk crossing at least one side (details to be determined)

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Must work within existing 40' ROW; existing structure subject to flooding from Ash Creek.

Remarks Some utility relocations required.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad ____

Existing Crossing Protection ____

2. Will existing railroad crossing be altered? ____

Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

		Office
1.	Citizen Involvement	City Hall - Skip Russell
2.	Environmental	City Hall - Skip Russell
3.	Public Hearing	City Hall - Skip Russell

Remarks Considerable public hearings and citizen input documenting needs for project already accomplished.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	
PROJECT TOTAL	$ 125,000 ±

Remarks Cost extimates by ODOT range from $125,000 to $192,000 for Bridge 53 C 520

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Independence and/or ________ COUNTY

By Marion Rossi By________

By Steven Feldman By________

By________

(1976)

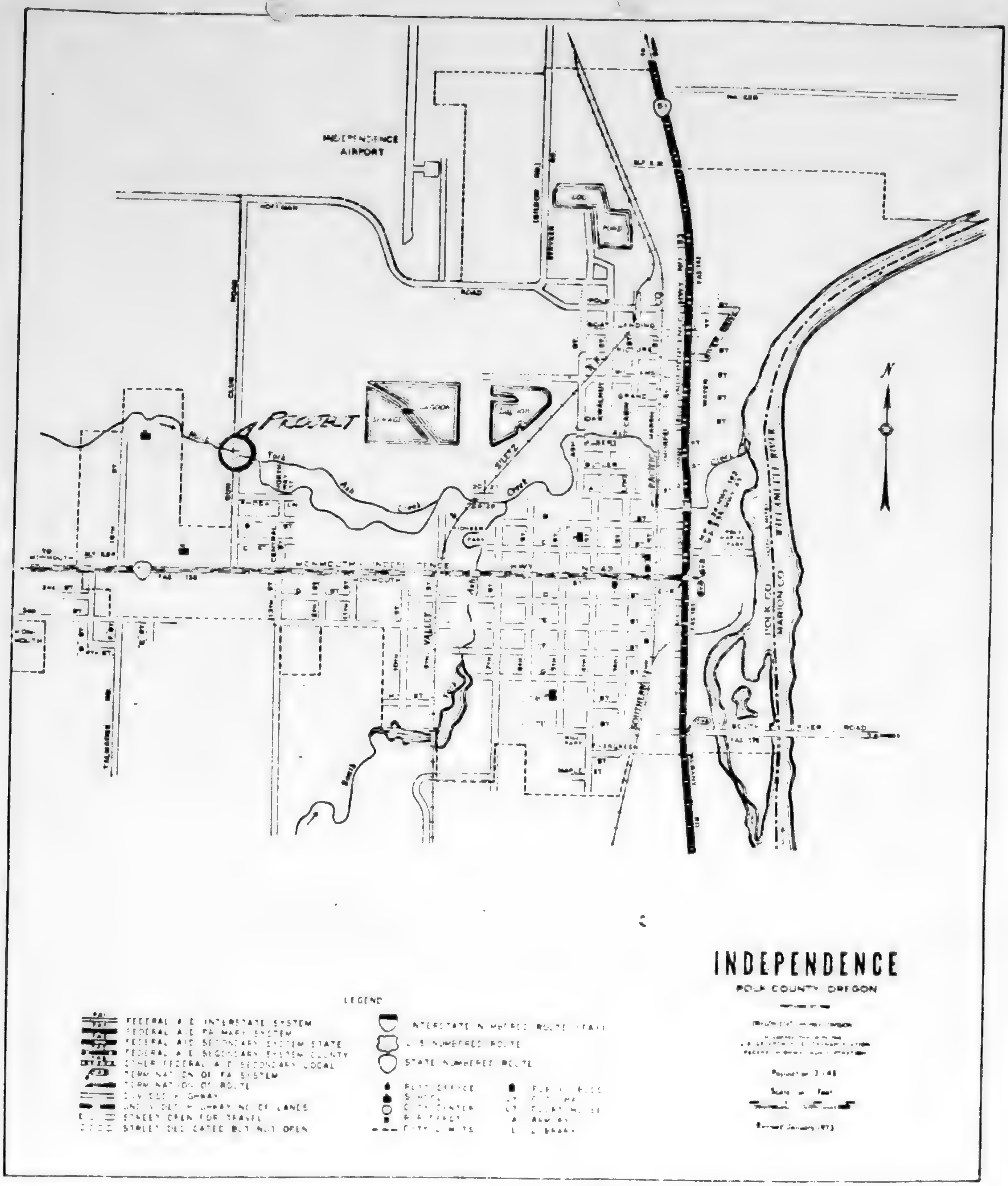
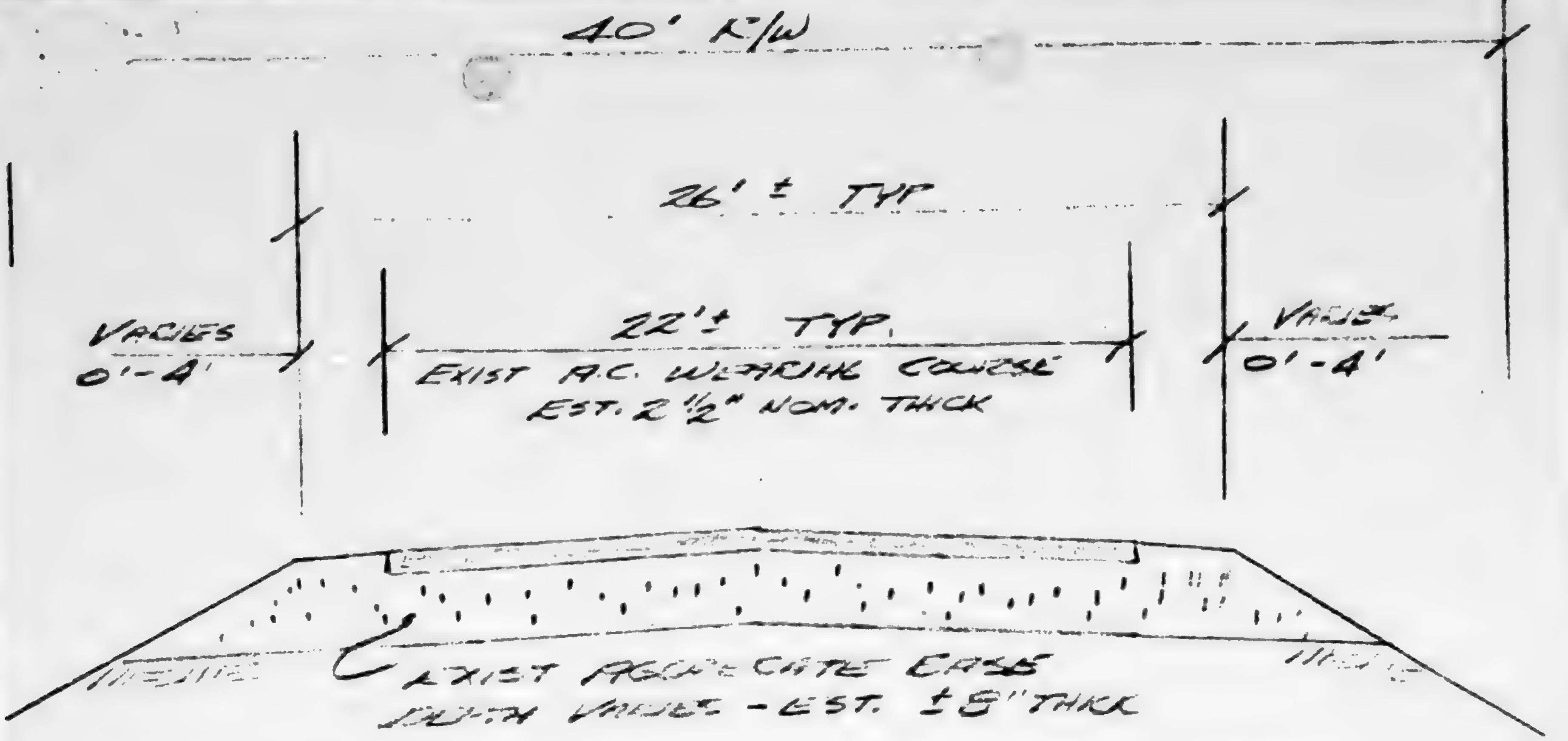
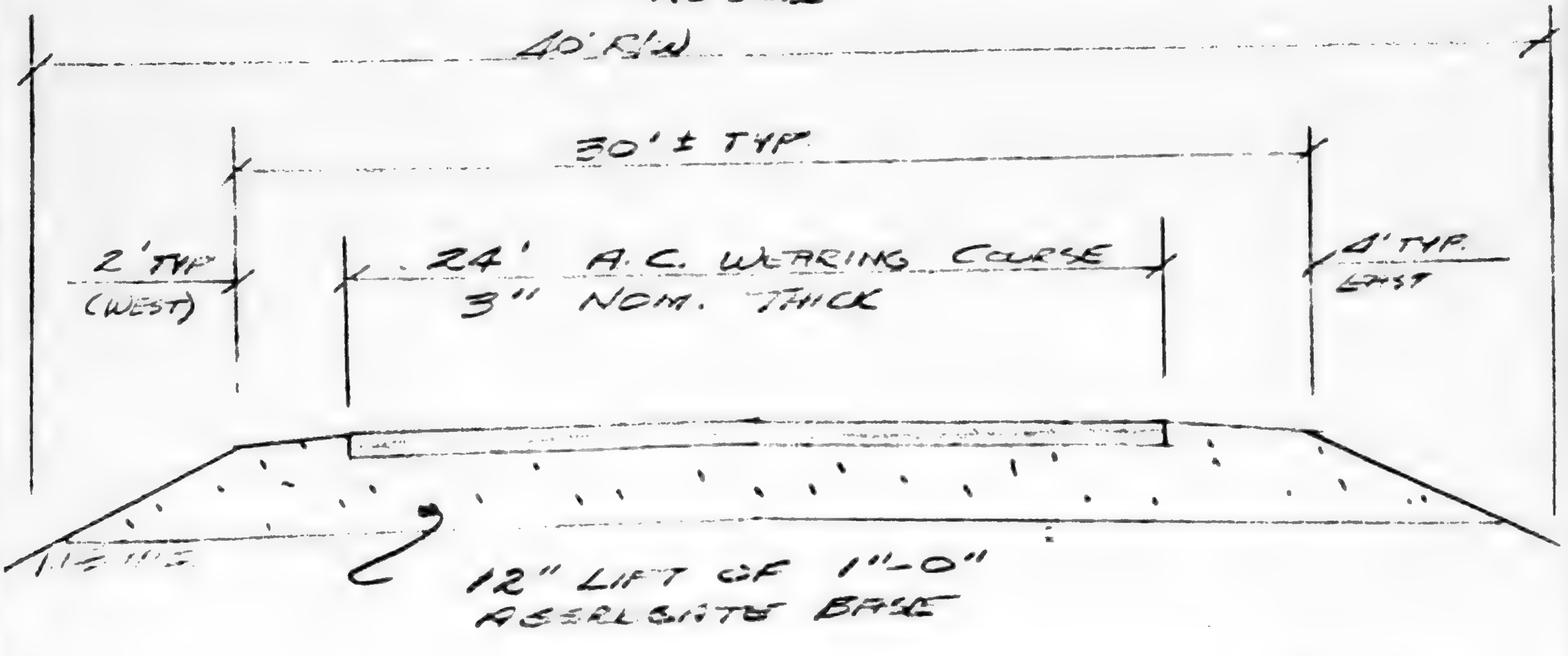

INDEPENDENCE AIRPORT
HOFFMAN ROAD
CLUB ROAD
PROJECT
Ash Creek
SEWAGE LAGOON
LAGOON
MONMOUTH-INDEPENDENCE HWY
VALLEY
SOUTHERN PACIFIC
51
WILLAMETTE RIVER
POLK CO.
MARION CO.
SOUTH RIVER ROAD
N
INDEPENDENCE
POLK COUNTY OREGON
Revised January 1973
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CIVIC CENTER
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY

EXHIBIT #1
LOCATION MAP


40' R/W
26' ± TYP
VARIES 0'-4'
22'± TYP.
EXIST A.C. WEARING COURSE
EST. 2½" NOM. THICK
VARIES 0'-4'
EXIST AGGREGATE BASE
DEPTH VARIES - EST. ±8" THICK

EXISTING ROADWAY APPROACH SECTION

NO SCALE


40' R/W
30' ± TYP
2' TYP (WEST)
24' A.C. WEARING COURSE
3" NOM. THICK
4' TYP. EAST
12" LIFT OF 1"-0" AGGREGATE BASE

DESIRED ROADWAY APPROACH SECTION

NO SCALE

NOTE: PROJECT REQUEST IS FOR BRIDGE REPLACEMENT; ONLY NOMINAL ROAD APPROACH RECONSTRUCTION WORK ANTICIPATED WITHIN AVAILABLE FUNDS

EXHIBIT #2
ROAD APPROACH SKETCHES

SPECIAL CITIES ALLOTMENT

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805, there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Independence is an incorporated City of the State of Oregon and has a population of less than 5,000 as given by the latest official Federal census; and

WHEREAS, the following streets of said City,

Gun Club Road and Bridge over N. Fork Ash Creek

are not a part or parts of the State Highway System, but are streets under the jurisdiction and control of said City which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic"; and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Independence does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said City may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Steve Feldman, City Manager as the official representative of the City in all negotiations resulting from this request.

Passed and approved this _______ day of March, 1981.

There is attached hereto and made a part hereof, a City map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Independence at a regular or special meeting of said Council, held on the ________ day of ____________, 19_____, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this _________ day of ___________, 19_____.

____
City Recorder

in Gun Club bridge plan

The city of Independence will wait until federal funds are available about three years from now before any major changes are made to the Gun Club Road bridge over Ash Creek.

The city had three options for the bridge, and the City Council last week chose a long-range answer to the bridge problem over a more immediate solution.

The council could have chosen to budget $5,000 next year for repairs or $20,000, also next year, for a new concrete bridge.

But the city is on a federal priority list for the bridge project. The federal government will pay 80 percent and the city 20 percent of the estimated $100,000 cost of a new bridge that would tie in with the yet-unplanned improvements to Gun Club Road.

The city probably will have a program for improving the road before the money becomes available.

"Let's put it on hold for federal funds," Councilman Charlie Harris said in moving for the option that the council accepted. "If something happens this winter, we'll handle it as an emergency."

The city has imposed a three-ton load limit on the bridge, which is rotting away from age and dampness.

In the meantime, the city street crew will replace some base and asphalt to be rid of a soft spot in the road south of the bridge. The council instructed City Manager Steve Feldman to make the necessary budget transfer to pay for the repair.

The street crew also is scheduled to begin preparing a gravel walk and bikeway on the east side of the road between B Street and the bridge. The money is from state bike path funds.

Mayor Marion Rossi asked Police Chief Roy Manning to do additional patrolling on Gun Club to cut down speeding and illegal trucking.

Lorna Smith, president of the Gun Club Neighborhood Citizens Advisory Committee, said committee members have begun logging the license numbers of speeders.

In other action, the council:

—Approved spending $100 for aerial photos of Gun Club Raod, an early step in planning improvements.

—Scheduled a public work session at 7:30 p.m. Thursday, Nov. 6, to try to work out Brandt's Sanitary Service's role in recycling and its relationship with the volunteer group, Recycling in Independence and Monmouth (RIM).

—Approved a $5 lease, renewable yearly, of parts of Butler and Albert streets to Gene Thorpe, 212 Thorpe St., to control trespassers.

The Bakery

r Specials This Week

Bars reg. 3-89c .... 5/$1

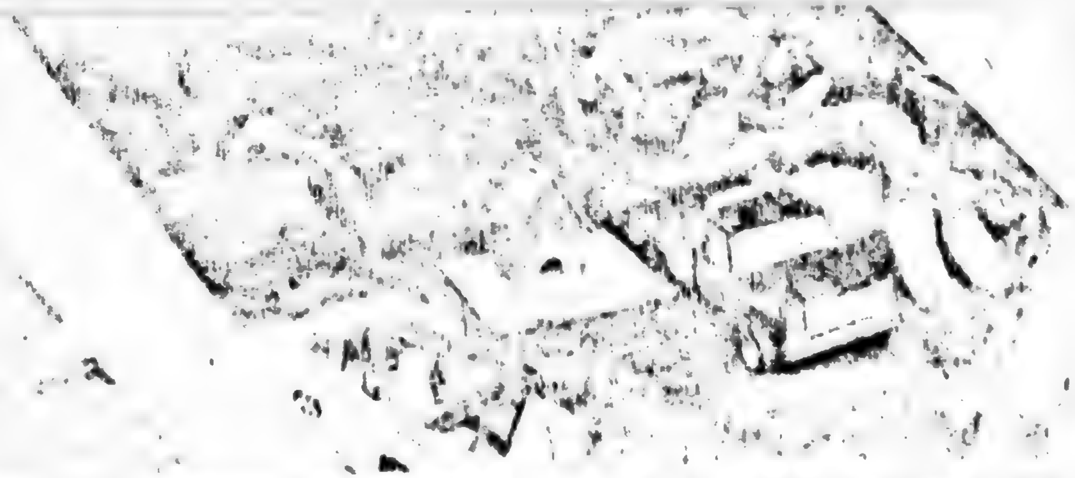
kin Cake Donuts .... reg. 6-$1 15 oz. 8/$1

h Bread (Garlic French Bread 8 oz. 59c) .... reg. 69c 59¢

Ground t Bread .... reg. 89c 15 oz. 79¢

eon Pastries .... reg. 69c 59¢

h Sweet Rolls Family Pack ... reg. 2.19 pkg. of 8 $1.99



When Saturday afternoon rains threatened a lawn sale at a Monmouth Street home in Inde these children found a way to beat the weather. While their parents handled the sale, Susa Melissa Martin and Alex Farnstrom played beneath a table of displayed items.

Three alternatives su for bridge on Gun Clu

Three alternatives for improvement of the crossing of Ash Creek on Gun Club Road surfaced last week at an Independence City Council study session.

City Manager Steve Feldman said that two of the three plans could be accomplished in the next budget. But doing the work next year might eliminate a chance for federal help in building a new bridge should a comprehensive improvement of Gun Club Road be possible in the new future.

Under one plan, the State Highway Division could beef up the underpinnings of the existing bridge for $5,000, but the repair would be only temporary. The city would pay for the repair.

A second alternative, Feldman said, would be a new concrete bridge at an estimated cost of $20,000, which the city also would pay. The state would arrange for construction.

But either plan would remove Independence from a federal priority list on which the bridge has been placed because it's in such bad shape. The state, in a bridge survey it is conducting for the city, discovered recently that the bridge has rotting timbers. A 3-ton load limit has been imposed.

The federal priority list qualifies the city for an 80-20 funding match in which the city would have to provide only 20 per cent of the cost of a new bridge that would tie in with as-yet unscheduled improvements to Gun Club Road.

The cost of such a bridge could be as much as $100,000, Feldman said.

The council was to have discussed the alternatives further Tuesday night, and possibly make a decision on which route to take.

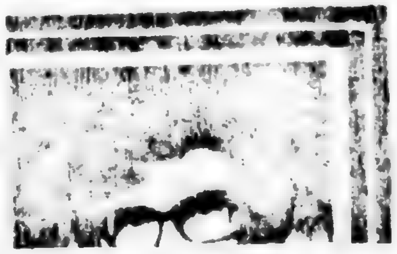
Feldman said that the bridge is in no immediate danger as long as load limit remains

The limit is caus inconvenience. Sch can't use the bridge, rerouting and a del bus run have resu Central School transportation direc Igou said that the c than $10 a day for ga a driver's wages.

Independence ass chief Jim Rop sai department t bridge becaus of limit. So any fire r Ashbrook Addition Ash Creek must be Main Street and Road, but with the l a minute in respondi alarms.

The fire depar unwilling to risk mo engine over the brid an emergency, Ro

Truck traffic was on Gun Club before limit was impo pasenger car tra affected by the restriction.



City plans open hou

BRIDGE INSPECTION REPORT

BRIDGE NO. 53C520

OREGON STATE HIGHWAY DIVISION

TYPE TRTD. SUBSTRT. PT. UTF SUPER NAME GUN CLUB RD. HWY. NO MILE POST
SING (~~OVER, UNDER~~) N.A COUNTY POLK INSPECTORS' SIGNATURES
STRICT YEAR BUILT 1946 ~~PHOTOS~~ DATE 9-15-80

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating
1. END BENTS	Caps	7
	Piles	6
	Footings	/
	Footing Piles	/
	Backwalls, Bulkheads	4
	Wings	/
2. INTERIOR PIERS OR BENTS	Caps	6
	Columns, Posts	/
	Footings	
	Footing Piles	/
	Piles	6
	Bracing	7
3. Debris on Seats		/
4. Paint		/
5. Collision Damage		8
6. Scour		7
7. Settlement (Footing or Piling)		8
INSPECTOR'S CONDITION RATING (60)		6

RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY

CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	7
2. Embankment Erosion	7
3. Drift	7
4. Vegetation	7
5. Channel Change	/
6. Fender System	
7. Spur Dikes & Jetties	
8. Riprap	/
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	7

SUPERSTRUCTURE (59)		Condition Rating
1. Stringers		3
2. Girder or Beams		/
3. Floor Beams		
4. TRUSSES	Chords	
	Web Members	
	Portals	
	Bracing	
5. Diaphragms, Bridging		
6. Bearing Devices		
7. Paint		
8. Rivets or Bolts		
9. Welds		/
10. Collision Damage		7
11. Deflection under Load		7
12. Alignment of Members		8
13. Vibrations under Load		7
14. Machinery (Movable Spans)		/
INSPECTOR'S CONDITION RATING (59)		3

RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY

CULVERTS & RETAIN. WALLS (62)		
1. Barrel or Wall	Concrete	/
	Steel	
	Timber	
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		/

DECK (58)	Condition Rating
1. Deck — Structural Condition	6
2. Wearing Surface A.C.	6
3. Deck Joints	/
4. Curbs, Felloe Guards	6
5. Sidewalks	/
6. Parapet, Concrete Barrier	/
7. Railing, Posts	6
8. Median Barrier, Railing	/
9. Paint	7
10. Drains	7
11. Lighting Standards	/
12. Utilities	8
13. Vibrations in Deck	7
INSPECTOR'S CONDITION RATING (58)	6
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	6
2. Shoulder Embankment	6
3. Relief Joints	/
4. Approach Slab	
5. Guardrail	/
INSPECTOR'S CONDITION RATING (65)	6
SAFETY FEATURES (36)	0000
APPR. ALINE. (72)	7
SIGNING	
1. Posted Loading 3-TON	7
2. Legibility	7
3. Visibility	7
INSPECTOR'S CONDITION RATING	7

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

SLIGHT CHANNEL SCOUR AND BANK EROSION — SMALL AMOUNT OF DRIFT IN CHANNEL.
APP. PVMT. BROKEN AND SETTLED 1½ TO 2" A.C. SHOULDER LEFT APP.
NO BRIDGING ON STRUCTURE. FELLOE GUARD AND GUARD RAIL HAS DECAY AND HAVE
CARPENTER ANTS. A.C. CRACKED AND BROKEN BOTH ENDS OF BRIDGE.
ROT AND DECAY ON CAP ENDS BENTS 2 AND 3. STRINGERS, DECK
PLANKS SHOW ROT AND DECAY. BACK WALLS DECAYED. PILING HAS
DECAY.

MAINTENANCE AN BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	
	SEE BORE REPORT 9-15-80			
	COULD USE SHEETS FOR BACKWALL			

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, ...

53C520

STATE OF OREGON

INTEROFFICE MEMO

INT

TO: Memo to File

DATE: September 16, 1980

FROM: O. M. Parent
Sr. Structural Designer

SUBJECT:
City of Independence
Bridge over N. Fork Ash Creek
Gun Club Road

At the request of the City, Fred Luct, Bill Bangert, Harold Seaton and I inspected this structure Tuesday, September 16, 1980, to determine if the rotten timber found by Mr. Seaton during his inspection the previous day, warrented closing the bridge to traffic.

The inspection and borings showed that several of the longitudinal stringers and deck planks are completely rotten and crushed at the end bents of the three-span timber structure. There is also considerable rot in some of the piles, felloe guards and rail posts. The midspan portion of the stringers and the remaining deck and substructure is sound.

There is no danger of structural collapse but there could be further crushing and settlement at the end bents with the possibility of a heavy wheel or axle penetrating the deck.

We recommend that the bridge be closed to all truck and bus traffic and be posted for three tons maximum gross weight. These restrictions should remain in effect until new supports can be installed adjacent to the end pile caps.

Mr. Bangert informed Mr. Feldman of the City that we would assist them in designing repairs for the bridge.

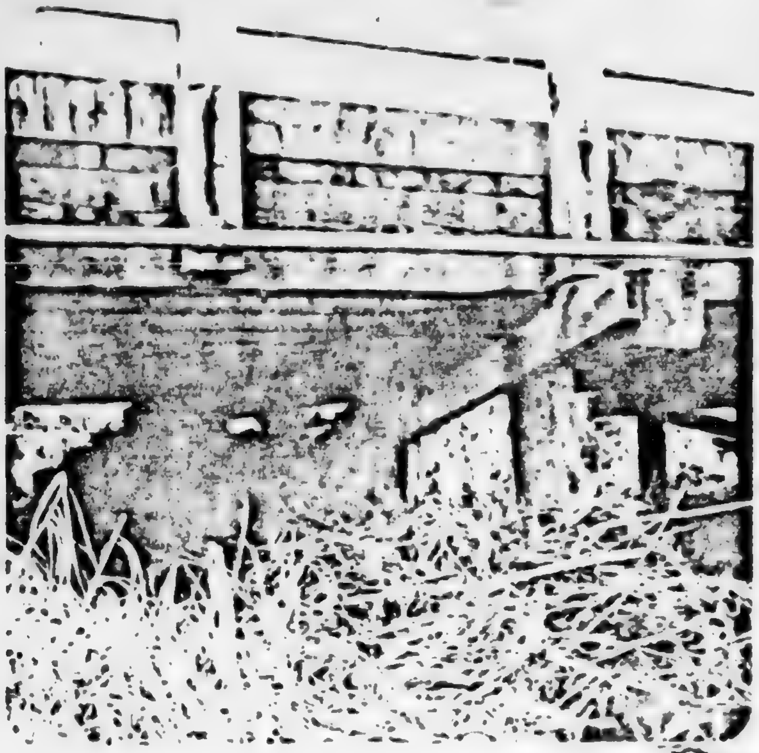
OMP:smd

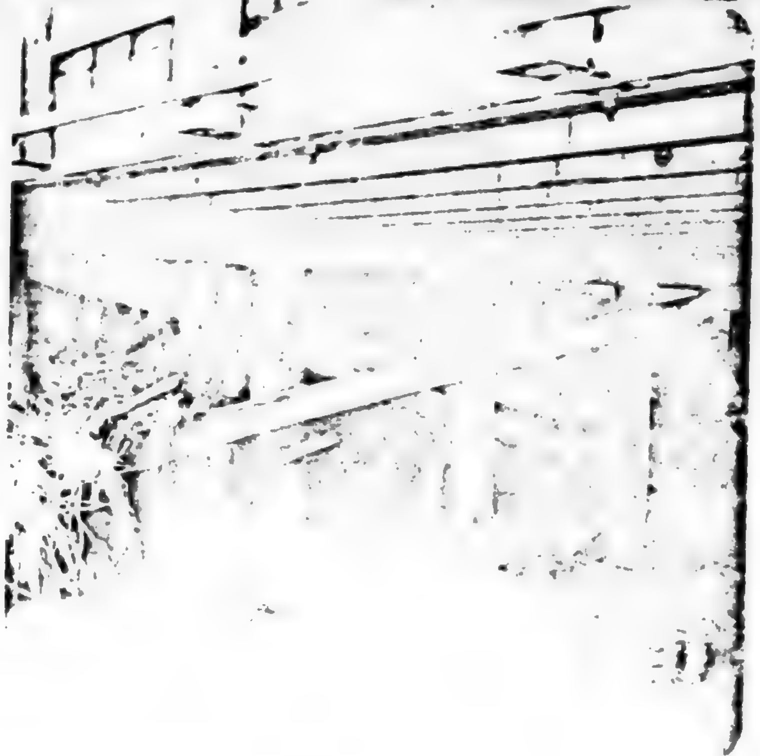
cc Fred Luct
Bill Bangert
John Wood
Steve Feldman

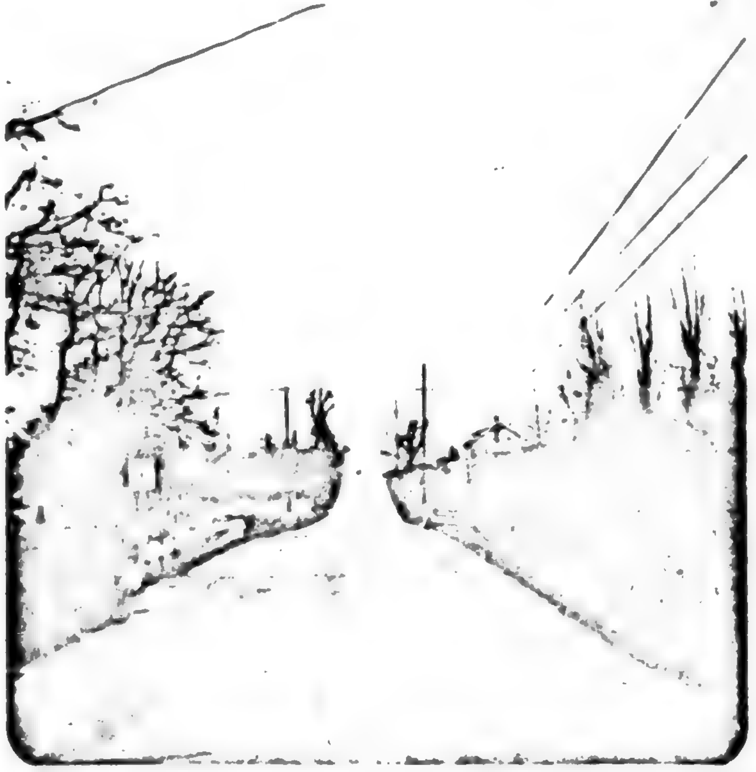
jw

Contains
Recycled
Materials

City of Independence
Gun Club Rd. 53C52

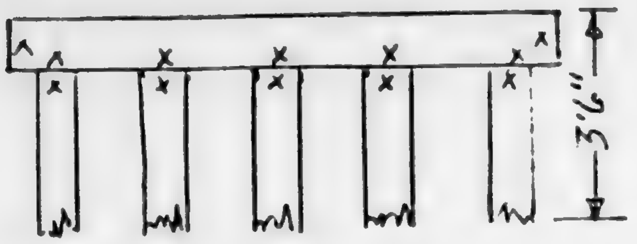




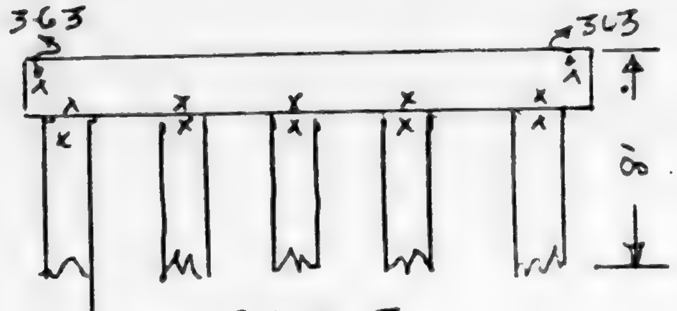


GUN CLUB RD. BRIDGE

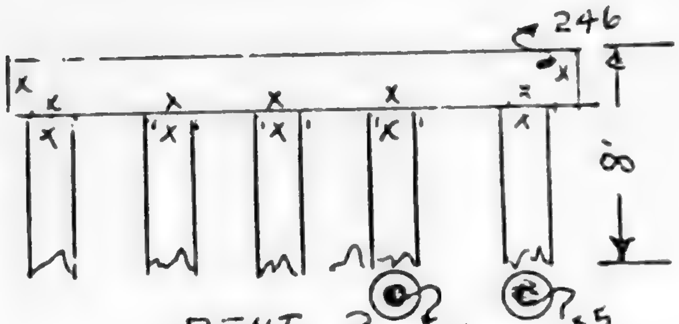
HAROLD SEATON
9-15-80



BENT 4

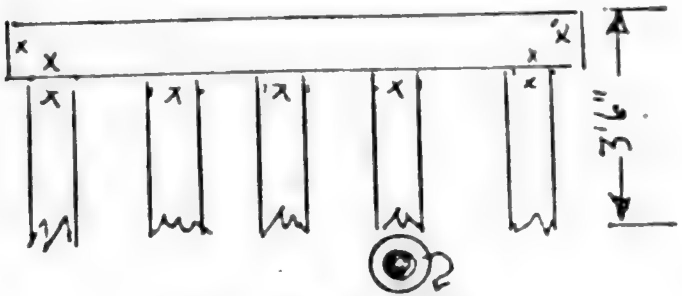


BENT 3


246
8'

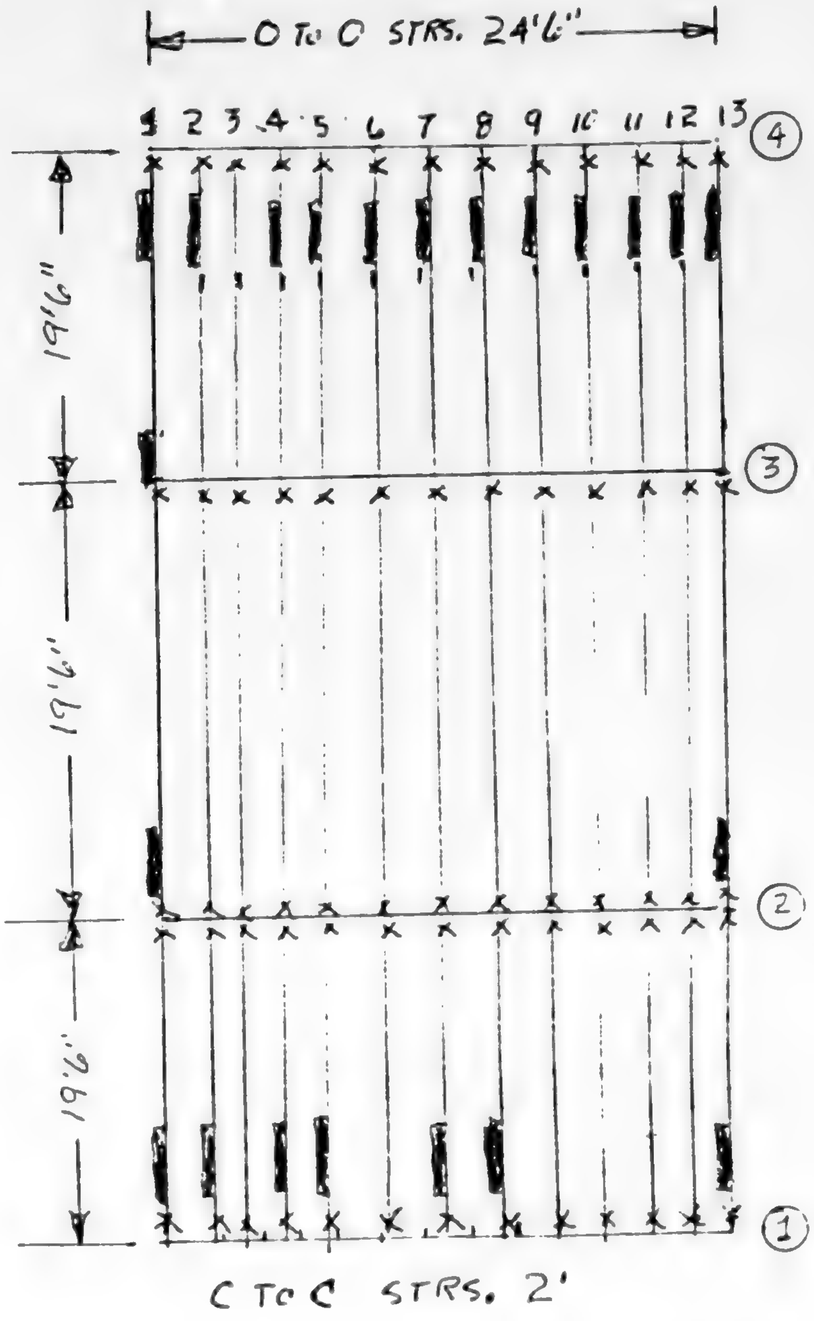
BENT 2

2102
635



BENT 1

BLACK SECTION = DECAY


O To O STRS. 24'6"
1
2
3
4
5
6
7
8
9
10
11
12
13
④
19'6"
③
19'6"
②
19'6"
①
C To C STRS. 2'

HORIZONTAL CLEARANCE 23'6"

BENT No 1
BULKHEAD AND BUMPER STRIP ROTTEN
DECK PLANK OVER BENT SHOWS ROT

BENT No 2
2- ROTTEN PILE
CAP END HAS ROT

BENT No 3
CAP ENDS HAVE ROT

BENT No 4
DECK PLANK OVER BENT SHOWS ROT
12 OUT OF 13 STRINGERS OVER BENT No 4 ROTTEN AND CRUSHING

BOTH SIDES - HANDRAIL - POSTS AND FELLOE GUARDS SHOW ROT.
NO BRIDGING ENTIRE BRIDGE.
CAPS PINNED ONLY TO PILING - NO 80'S
ALL OUTSIDE PILING STRAPPED TO CAPS.
SWAY BRACING BENT No 2 AND 3 GOOD
FILL SLUFFING UNDER BENTS 1 AND 4

(NOTE) WEARING SURFACE - A.C 2½"
SUPERSTRUCTURE UNTREATED TIMBER
SUBSTRUCTURE IS CREO. TREATED
STRINGERS 6"x16" — DECK PLANK 4"x12"

8. BRIDGE NUMBER 53C520

53C520

2. 03
3. 053
4. 0560
5. 150000000
6. NORTH FORK ASH CR
7. GUN CLUB RD
9.
10.
10A.
11A.
12.
13.
14.
15.
16.
17.
18.
19. 02
20.
21.
22. 4
24. 12
25.
26.
Year 27. 4600
[illegible] 28. 0200
[illegible] 29. 000400
30.

Load 31. 2
[illegible] 32. 026
33.
34.
35.
[illegible] 36. 0000
38.
39.
40.
41. P
42. 55
43. 707
44.
45.
46.
47.
47A.
48.
[illegible] 49. 000060
50.
51. 0243
[illegible] 52. 0253

53. 9999
54.
55.
56.
57.
58. 6
59. 3
60. 6
61. 7
62. N
63.
64.
65. 6
66. 903
67. 4
68. 5
69. N
70.
71. 6
72. 7
73.
74.
75. 311
76.

101. 000
11.
890. 0980
77.
78.
79.
80.
81.
82.
83.
Cost 84. 00192
85. 006
86. 010
[illegible] 87. 00058
88. 00134
91.
92.
93.
94.
550.
850.
870.
860.
95.

96. CITY OF INDEPENDENCE

1982 Hermiston-Old Oregon Tr. 9562
Sec. of the Hermiston Hwy. in
Hermiston. (Aggregate base & pav.)

rll

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 3/15/85	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. FR-F-76(7)
COMPLETION DATE (Actual) 5/16/83	ACCEPTANCE DATE BY CONRTACT AGENCY 7/11/84	TIME ELAPSED $\frac{181}{150}$ = 120.7 %	CONTRACT TIME 150 calendar days

LOCATION Extending from the Junction of Butter Creek Road and Hermiston Highway in Hermiston, Southerly to the Junction of I-84, Old Oregon Trail, a distance of 3.9 miles, Umatilla County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HERMISTON - OLD OREGON TRAIL SECTION
HERMISTON HIGHWAY
Aggregate Base & Paving

This project provided for the paving of this 3.9 mile section of the Hermiston Highway. Also, included was some intermittent widening.

The contractor used 31 additional calendar days of time beyond the allotted contract time. Liquidated damages were assessed in the amount of $225 per day, or, $6,975.

The final amount of the original contract bid amount was $873,460.09, or a 0.9 percent overrun of the contract bid amount of $865,797. The final cost of the project including all changes and engineering was $1,052,519.58.

All participating work has been completed. All project signing and striping is complete.

A semi-final inspection of the completed work by FHWA was made on May 23, 1983. At the time two items, one involving feathering of the completed pavement, and the other involving placement of guardrail were noted. These items have since been corrected and acceptance of the project is recommended.

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO Fredrickson
FOR
Info

Cy 3/27

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Eng. D. B. Carter		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 3/21/85	TITLE Field Operations Engineer	DATE 3/26/85

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

August 14, 1984

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

CON 5
#9562

Gentlemen or Ladies:

Contract No. 9562 awarded to Baker Redi-Mix, Inc. for work on the Hermiston-Old Oregon Trail Section of the Hermiston Highway in Umatilla County was completed on September 22, 1983, and accepted by the State Highway Division on July 11, 1984.

Final payment in the amount of $2,360.00 will be released to the contractor after August 20, 1984, The total contract amount is $924,502.01 including $34,677.69 for work performed under force account.

You have been advised previously that a claim has been filed with us against the bond on this contract which has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Baker Redi-Mix, Inc.
PO Box 825
Baker, OR 97814

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Robert D. Hector

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-50

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Umatilla

Project Number F-FR-76(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,045,500	$ 1,048,547
	171,508 (010)	174,194 (010)
Federal funds	$ 750,100 (110)	$ 750,100 (110)
Other revisions		

This modification is made for the following reasons:
To include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of July, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
for

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 6, 1984

Federal-Aid Project No. F-FR-76(7)

Hermiston-Old Oregon Trail Section
Hermiston Highway in Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 9+50 thru Eq. Sta. 104+86.00 Bk.=Sta. 98+20.95 & Eq. Sta. 160+25.00 Bk. = Sta. 4+00.00 Ah. to Sta. 52+75)

Subtotal of previous estimate of August 22, 1983		$ 910,547.00
	Subtotal	$ 910,547.00
	Engineering	138,000.00
	Total	$1,048,547.00
Length of Roadway		3.904 mi.
Cost of Roadway Per Mile		$ 268,582.74

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$ 197,611.00	$ 174,194.00	$ 23,417.00
Roadway	110	850,936.00	750,100.00	100,836.00
Total		$1,048,547.00	$ 924,294.00	$ 124,253.00

Group 1: 22% Group 2: 78%
Contract No. 9562
Prefix: 130-1475
Prefix: 130-1083

WH:me

70-3

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	8-143
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-24-83

State: Oregon
County: Umatilla
Project Number: F-FR-76(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,033,471.00	$ 1,045,500.00
Federal funds	160,905.00(010) $ 750,100.00(110)	171,508.00 (010) $ 750,100.00 (110)
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of August, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
for Manager, Program Section
(Title)

XXXX By For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 22, 1983

Federal-Aid Project No. F-FR-76(7)

Hermiston-Old Oregon Trail Section
Hermiston Highway in Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 9+50 thru Eq. Sta. 104+86.00 Bk.=Sta. 98+20.95 & Eq. Sta. 160+25.00 Bk = Sta. 4+00.00 Ah. to Sta. 52+75)

Subtotal of previous estimate of November 8, 1982	$ 910,547.00
Subtotal	$ 910,547.00
Engineering	134,953.00
Total	$ 1,045,500.00
Length of Roadway	3.904 mi.
Cost of Roadway Per Mile	$ 267,802.25

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$ 194,564.00	$ 171,508.00	$ 23,056.00
Roadway	110	850,936.00	750,100.00	100,836.00
Total		$ 1,045,500.00	$ 921,608.00	$ 123,892.00

Group 1 22%; Group 2 78%
Contract No. 9562
Prefix: 130-1475
Prefix: 130-1083

9562

STATE COPY OMB No. 04-R2089 B

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
11-149 & 150

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

11-2[illegible]

State: Oregon
County: Umatilla
Project No.: F-FR-76(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hermiston-Old Oregon Trail

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-27-82	3.904
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT: $ 1,033,471.00

FEDERAL FUNDS: $ 911,836.00 911,005.00 [illegible]

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon November 8, 1982

Federal-Aid Project
No. F-FR-76(7)

Hermiston-Old Oregon Trail Sec.
Hermiston Hwy. in Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 9+50 thru Eq. Sta. 104+86.00 Bk=Sta. 98+20.95 Ah. & Eq.

Mobilization		All Required	$ 75,000.00
Temporary Protection and Direction of Traffic		All Required	10,000.00
Temporary Signs	470 Sq. Ft.	5.00	2,350.00
Temporary Barricades	4 Each	100.00	400.00
Temporary Plastic Safety Markers	50 Each	50.00	2,500.00
Temporary Delineators	110 Each	12.00	1,320.00
Flagmen	750 Hour	21.00	15,750.00
Pilot Car	250 Hour	1.00	250.00
Clearing and Grubbing		All Required	10,000.00
Removal of Structures and Obstructions		All Required	10,000.00
Embankment in Place	2,716 Cu. Yd.	2.00	5,432.00
Scarify Existing Surfacing	17,600 Sq. Yd.	0.30	5,280.00
Trench Excavation	250 Cu. Yd.	5.00	1,250.00
Finishing Roadbed and Slopes		All Required	10,000.00
Watering	270 M-Gal.	10.00	1,350.00
Aggregate Subbase	14,800 Ton	4.50	66,600.00
3/4"-0 Aggregate Base	6,140 Ton	5.00	30,700.00
Class "B" Asphalt Concrete Mixture	27,400 Ton	8.00	219,200.00
Asphalt Cement in Mixture	1,600 Ton	200.00	320,000.00
Membrane Waterproofing	350 Sq. Yd.	8.00	2,800.00
Asphalt in Tack Coat	16 Ton	250.00	4,000.00
3/4"-0 Aggregate in Prime Coat	195 Cu. Yd.	8.00	1,560.00
CRS-1 Asphalt in Prime Coat	38 Ton	220.00	8,360.00
12-inch Culvert Pipe	580 Lin. Ft.	12.00	6,960.00
24-inch Irrigation Pipe	620 Lin. Ft.	14.00	8,680.00
Guard Rail, Type 2A	888 Lin. Ft.	11.50	10,212.00
Guard Rail, Type 3	363 Lin. Ft.	19.00	6,897.00
Guard Rail Anchors, Type 1	10 Each	350.00	3,500.00

Extra for Guard Rail Bridge Connections	8 Each	125.00	1,000.00
Rail End Pieces, Type B	9 Each	86.00	774.00
Rail End Pieces, Type C	9 Each	166.00	1,494.00
Sidewalk Ramps	5 Each	200.00	1,000.00
Concrete Curbs	112 Lin. Ft.	6.00	672.00
Extra for Asphalt Approaches	141 Each	100.00	14,100.00
Drainage Curbs	200 Lin. Ft.	3.00	600.00
Loadmeter Pit	1 Each	1,000.00	1,000.00
Delineators, Type 2	104 Each	14.00	1,456.00
Adjusting Manholes	1 Each	500.00	500.00
			$ 861,947.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,500.00
Temporary Pavement Striping	All Required	1,000.00
Temporary Erosion Control	All Required	100.00
Asphalt Cement Adjustment	All Required	45,000.00
		$ 48,600.00
	SUBTOTAL	$ 910,547.00
	Engineering	122,924.00
	TOTAL	$1,033,471.00

Length of Roadway ------------- 3.904 mile
Cost of Roadway Per Mile ------$264,721.06

SUMMARY OF FUNDS (88.15%)

Description	G	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	1	(010)	$ 182,535.00	160,905.00 $ ~~161,786.00~~	$ 20,749.00
Roadway	2	(110)	850,936.00	750,100.00	100,836.00
TOTAL			$1,033,471.00	$ ~~911,886.00~~ 911,005.00	$121,585.00

Group 1 22%; Group 2 78%
Contract No. 9562
Prefix: 130-1475
Prefix: 130-1083

Hermiston-Old Oregon Trail Hwy. Sec.
(Nonparticipating - State Work)

State Responsibility for Damages		All Required	$ 600.00
Furnish and Install Mailbox Posts	57 Each	50.00	2,850.00

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hermiston-Old Oregon Trail

WEEK ENDING: Sept. 24, 1983

SECTION PREFIX: 130-1083

HIGHWAY: Hermiston

COUNTY: Umatilla

NAME OF JOB: Hermiston - Old Oregon Trail

KIND OF WORK: Aggregate Base and Paving

CONTRACTOR: Baker Redi Mix, Inc.

CONTRACT NUMBER: 9562

FEDERAL AID PROJECT NUMBER: FR-76(7)

DATE OF CONTRACT: Nov. 2, 1982

DATE WORK STARTED: Jan. 28, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK.

MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 181

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 121

PROJECT AUTHORIZATION: $ 1,038,521.60

EXCLUSIVE OF ENGINEERING $ 956,171.87

ENGINEERING AUTHORIZATION $ 82,349.73

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 97

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 949,681.05

ENGINEERING COST TO DATE $ 101,963.83

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 0.7 %

PERCENT OF AUTHORIZATION 124 %

DATE PROJECT WAS COMPLETED: 5/16/83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.22	1.22			3.90
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.22	1.22			3.90
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2716 cy	20,940 tn			27,400 tn
TOTAL QUANTITIES CORRECTED TO DATE	2834 cy	23,842 tn			26,702 tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2834 cy	23,842 tn			26,702 tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK.

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18	fair	0		
MONDAY	19	fair	0		
TUESDAY	20	fair	0		
WEDNESDAY	21	fair	0		
THURSDAY	22	fair	0		
FRIDAY	23	fair	0		
SATURDAY	24		0		

RECEIVED
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	*********NO ACTIVITY, PROJECT COMPLETE********
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Received papers on extra work and price agreement Sept 22, 1983.

This is the final Weekly Report that will be submitted as the third notification has been issued Sept. 22, 1983.

SIGNED MJ Gardner LOCATION hermiston
M.J. Gardner, Project Mgr.

PRIME RESIDENT SUBMIT 2 COPIES [illegible] N BRIDGES AND [illegible]DING BOTH ARE INVOLVED SUBMIT 3 CO[illegible]

September 23, 1983

CON

Baker Redi-Mix, Inc.
P. O. Box 825
Baker, OR 97814

Time Extension Request
Hermiston-Old Oregon Trail
Contract No. 9562
FAP No. FR-F-76(7)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested additional time due to the performance of additional earthwork, the installation of additional cross pipes, late material delivery, weather, late mix design and unanticipated A.C. aggregate proportions.

Our review and analysis indicates that the delay in completion of this project resulted from slow production of aggregates from your selected material source. The additional earthwork, additional cross pipes and late material delivery did not delay project completion. A review of the local weather records indicates that the weather conditions were reasonably predictable and therefore not a valid reason for additional contract time. The late mix design and A.C. aggregate proportion delays both resulted from the quality and gradation furnished by you from your selected material source.

Your request for additional contract time on this project is therefore denied. Should you wish to submit additional data, or to review this matter further, please contact Project Manager Mike Gardner.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
R. D. Hector w/att.
Mike Gardner w/att.

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. T. Keasey
Construction Engineer

DATE: August 18, 1983

CE
CAE
FOE
SCS
EEO
RECEIVED
AUG 22 1983
CONSTRUCTION SECTION
TC
FE
CP

SUBJECT: Time Extension Request
Baker Redi-Mix
Hermiston-Old Oregon Trail
Contract No. 9562

Enclosed for your further handling is request for adjustment of contract time by Baker Redi-Mix for the Hermiston-Old Oregon Trail Section of the Hermiston Highway. Included also is an analysis of the request by the Project Manager and a bar chart depicting when various items of work were done.

The contract was awarded November 2, 1982, specifying 150 calendar days to complete. The calendar day count began November 17, 1982 and ended April 15, 1983. The contract work was completed on May 16, 1983, 31 days beyond the time allowed.

It is our feeling that this project was delayed beyond the completion date because of the inability of the crushing subcontractor to make AC aggregates as specified. Had these aggregates been submitted to our Salem lab in a timely fashion, a mix design could have been provided such that the project could have been completed within the time allowed.

The amount of time it took to provide a mix design would, at first, appear to be an area of compromise. It should be noted, however, that the contractor chose not to use the State's prospective material source, and that the coarse aggregates, from the private source they used, had a coating on them which caused the initial mix design to fail. Our lab, after numerous tests, was able to make a mix design from the aggregate as crushed by the contractor. The additional time required over 15 days to provide the mix design, was, in this case, to the contractor's benefit.

It is our recommendation that an extension of time for this project is not justified.

9-20-83
W.E. Schwartz -
I concur with Project Mgr. & Region and recommend that this request be denied.

William Anhorn
Assistant Region Engineer

WGA/vt
Enc.
cc: Mike Gardner

9

August 23, 1983

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

CON 5
#9562

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

Thank you for a copy of your letter dated August 16, 1983, to Baker Redi-Mix, Inc., acknowledging receipt of a check in the amount of $906.25 for fringe benefits due to the employees of Reese's Minority Construction working under the jurisdiction of the Oregon, Southern Idaho & Wyoming District Council of Laborers.

This was in connection with the Baker Redi-Mix, Inc., Contract No. 9562 for work on the Hermiston-Old Oregon Trail Section of the Hermiston Highway in Umatilla County.

This information will be noted in our records.

Sincerely,

8-23-83 bk

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: Baker Redi-Mix, Inc.
P.O. Box 825
Baker, OR 97814

Seaboard Surety Company
320 - 108th Avenue, NE
Suite 401
Bellevue, WA 98004

CERTIFIED MAIL

RELEASE OF CLAIM ON PUBLIC WORKS BOND

TO: Baker Redi-Mix, Inc.
P.O. Box 825
Baker, Oregon 97814

This is to acknowledge receipt of your check in the amount of $906.25 for fringe benefits due to the employees of Reeses Minority Construction working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, for work performed on that project known as Hermiston - Old Oregon Trail - OSHD #9562, Umatilla County, Oregon.

DATED: August 16, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: State of Oregon Sec. of State
State of Oregon Dept. of Trans.
Reeses Minority
Seaboard Surity

CERTIFIED
P22 6313350
MAIL

RECEIVED
AUG 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-145

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED

August 19, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9562

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

RECEIVED
AUG 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

This will acknowledge your Notice of Claim dated July 29, 1983, for fringe benefits due to the employees of Reese's Minority Construction working under the jurisdiction of the Oregon, Southern Idaho and Wyoming District Council of Laborers, concerning the following Highway Division contract:

FILED BY:	Oregon Laborers Employers Trust Funds
AMOUNT:	$906.25
FOR:	Fringe Benefits
AGAINST (Prime contractor)	Baker Redi-Mix, Inc.
CONTRACT NO.:	9562
PROJECT:	Hermiston-Old Ore. Trail Sec., Hermiston Hwy., Umatilla Co.
SURETY:	Seaboard Surety Co.
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Baker Redi-Mix, Inc.
P.O. Box 825
Baker, OR 97814

Seaboard Surety Co.
320-108th Ave., NE - Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. A copy of this claim was filed with you by Fred Hughes.

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: State of Oregon
Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Reeses Minority Construction working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of Nine Hundred Six and 25/100 Dollars ($906.25), which includes liquidated damages of Ninety Eight and 91/100 Dollars ($98.91) against Bond No. 884936, which Baker Redi-Mix, Inc. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION is the owner, and Seaboard Surity Co. is the surety for that project known as Hermiston - Old Oregon Trail - OSHD #9562, Umatilla County, Oregon.

DATED: July 29, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: State of Oregon Sec. of State
Reeses Minority
Seaboard Surity
Baker Redi-Mix

RECEIVED
AUG - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON LABORERS-EMPLOYERS TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNT - PAYROLL EXAMINATION OF

Reeses Minority Construction
Project #OSHD 9562 - Hermiston - Old Oregon Trail
Employer #6498

		1983 May
Custer, Rob	531-76-1661	63.0
Reed, Gregory	533-64-5650	68.5
Dillard, Johathan	373-38-8989	50.5
Total Unreported Hours:		182.0

Contributions:

Health & Welfare	@ $1.70	$309.40
Pension	@ 1.50	273.00
Training	@ .10	18.20
CIAF	@ .05	9.10
Vacation	@ 1.00	182.00
Sub Total		791.70
*Interest		15.64
Liquidated Damages		98.91
Total		$906.25

*Interest was calculated at the rate of 12% per annum from the due date to July 20, 1983.

RECEIVED
AUG - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rn

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-F-76(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
Oregon Division - FHWA

4. PROGRAM NO.

5. ITEM NO. 20140

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5-23-83

8. FEDERAL ROUTE NUMBER Primary 76

9. STATE ROUTE NUMBER Secondary 333

10. GENERAL LOCATION:

Hermiston - Old Oregon Trail Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5-23-83 as requested in Mr. Keasey's letter of 6-17-83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $1,960 FF $1,684.

RECEIVED
STATE HWY ENGR
JUL 8 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/8

14. DATE 6/27/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

r11

STATE COPY

U.S. [illegible]PARTMENT OF TRANSPORTATION
FE[illegible]AL HIGHWAY ADMINSTRATION

OSHD (Coulter)
Region (HCM-010) **INITIAL REPORT &**
SEMI-FINAL INSPECTION

RECEIVED
STATE HWY ENGR
JUN 22 '83
REFER TO Klawey
FOR
Info | Inves | R/D | D R | Sign | Act | File

REGION NO. 10

REPORT NO. 1

COUNTY Umatilla

DIVISION Oregon

DATE OF INSPECTION 5/23/83

INSPECTION MADE BY David B. Carter, Area Enigneer
Original Signed by
D. B. Carter
Area Engr.

PROJECT NO. FR-R-76(7)

IN COMPANY WITH
Mike Gardner, Project Manager, OSHD

LOCATION
Extinding from the junction of Butler Creek Road and Hermiston Highway in Hermiston southerly to the junction of I-84, Old Oregon Trail, Umatilla County, Oregon

CONTRACTOR NAME AND ADDRESS
Baker Redi-Mix Inc., East "H" Street, Baker, Oregon 97814

AWARD DATE 11/2/82

CONTRACT AMOUNT $865,797

TIME ALLOWED 150 C D

TIME STARTED 11/17/82

WORK STARTED 1/28/83

QUALITY OF WORK Satisfactory

PROGRESS OF WORK Unsatisfactory

TIME ELAPSED 121%

WORK COMPLETED 100%

REMARKS

HERMISTON - OLD OREGON TRAIL SECTION
HERMISTON HIGHWAY
Aggregate Base & Paving

NOTED
W. E. SCHWARTZ

This project provided for the paving of this 3.9 mile section of the Hermiston Highway. Also included was some intermittent widening.

This project work is essentially complete.

Several points were discussed during this inspection which may involve further work by the contractor. They are:

1. Curbing exists along some of the northerly part of the project. The typical section calls for the pavement to be tapered at these locations to match the exising curbing. Very little tapering was done and consequently abrupt edges exist along the curb - pavement match joint. The abrupt edges should be corrected.

2. Guardrail was placed at a siphon box located southerly from the Bridge Road intersection. This installation should be adjusted to provide a connection to the siphon box, additional posts added near the siphon box, and additional guardrail placed to provide a reasonable anchor system.

Energy absorbing mail box supports (standard drawing No. 2136) were included in this project under Price Agreement No. 1.

This project did not include provisions for checking contamination of the asphalt concrete mixture using the "C" value formula. However, somples of the mixture were taken and tested for this value. The first test report (laboratory report #83-3576) indicated a "C" value of 21 with an index of retained strength of 77. This "C" value is below the acceptable limiting value of 30. This test apparently represents 1100 ton of material placed during the first day. M. Gardner indicated that the burner was not functioning properly for about 3 hours in the afternoon and that mix was being delivered to the street at approximately 240 - 245°F. The plant was run at approximately 295°F thereafter. A second sample taken when the plant was running at the hotter temperature had a reported "C" value of 40 (laboratory report #83-3962).

The Special Provisions, Section 403.39, require that "the burner used for heating the aggregates shall achieve complete combustion of the fuel." Complete combustion of the fuel may not have been achieved during the period represented by the lower reported "C" value. An effort should be made to determine 1) if the mixture placed during the period represented by the lower test is suitable to remain in place, and if so, what value should be placed on the material, and 2) if the material should be removed and replaced.

The project time has overrun the contract time. The project was awarded on November 2, 1982. Contract time was 150 calendar days. This time frame required the contractor to perform the paving work during the most severe winter month. The contractor began paving on April 11th. Project time for this project will be reevaluated.

The project authorization was $1,038,521.60. The estimated cost of the completed project exclusive of engineering is estimated to be $979,964.06. The cost of engineering to date (June 11, 1983) is $98,949.28 for an anticipated project cost to date of $1,078,913.34.

The materials incorporated into the project are considered to be suitable for the use intended. Preliminary calculations indicate that a moisture penalty will be assessed as a result of the burner problems experienced the first several days of production. One lot of the mixture was out of specification for compaction by about 1%.

950 B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-76(7)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20140

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/82
8. FEDERAL ROUTE NUMBER Primary 76
9. STATE ROUTE NUMBER Secondary 333

10. GENERAL LOCATION:
Hermiston - Old Oregon Trail Highway Section

11. GENERAL DESCRIPTION OF WORK
Pavement overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.$	2,500
Temporary Pavement Striping S.F.	1,000
Temporary Erosion Control	100
Asphalt Cement Adjustment	45,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 9/27/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,094,431 Federal Funds $965,069.

A signed copy of the Title Sheet is returned herewith.

		TEC	Fed. Funds)
(Note: Appn Code	010	243,564	214,774.59)
(	110	850,867	750,069.41)

RECEIVED
STATE HWY ENG
OCT 6 '82
REFER TO [illegible]
FOR
Info Inves R/D

14. DATE 9/27/82
15. SIGNATURE OF APPROVING OFFICIAL EJ Valach
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON **INTEROFFICE MEMO**

TO: Don Adams
Final Design Section

DATE: April 28, 1982

SUBJECT: Hermiston-I 84 Section
Hermiston Highway
Umatilla County
130-1475

This is to document the file.

Johnson, Stoneman and myself attended the Hermiston City Council meeting on April 26, 1982. First on the agenda was the item of forming a local improvement district along the Hermiston Highway to finance the construction of curbs, sidewalks and gutters along the section within the City limits.

The City Engineer reported that about 75% of the affected parties had responded to the proposal and of these parties, about 72% were opposed to the LID. No persons at the council meeting spoke in favor of the LID. I answered several questions concerning why curbs and walks were paid for by the State on Highway 395 in Hermiston but not on 207. I also explained that Highway did not have a position on whether it was appropriate to have curbs and walks on the section other than to point out that by doing so would bring this section to the same high quality as other of Hermiston's fine streets.

Mayor Larry Gray said that the LID would not be formed. On April 27 I informed you of the proceedings and you will go ahead developing plans for a 32-foot section.

R. D. Hector
Region Engineer

RDH/vt
cc: Ed Hunter
W. E. Schwartz- Thought that you would be interested.
Bobby Johnson

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9.16-2

Hwy 333

ROAD DESIGN SECTION

DES 16

W. E. Schwartz
Assistant State Highway Engineer
for Operations

April 16, 1982

Versteeg
Anderson
Adams
Olson
1 Sullivan JWS
Terpin
Trout P
Wakarlig

RECEIVED
APR 19 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

J. H. Versteeg
Road Design Engineer

Umatilla Bridge Deck
Hermiston Highway

We propose to contract the overlay of this section of the Hermiston Highway without deck repair or widening of the Umatilla River structure. Walt Hart has the structure deck repair under study. Later this year they will prepare plans and specifications for a separate contract. This may or may not include widening of the Umatilla River structure depending on the outcome of their review.

JHV:rw

Hermiston - I84

cc: W. J. Hart
R. D. Hector
Don Adams

1312

Sec. 333 N

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-76(-)
Hermiston-Old Oregon Trail Highway
Exception to Minimum Design Standards

Date: April 16, 1982

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your April 12, 1982, request for an exception to the minimum desirable design standards as contained in the "Geometric Design Standards for Highways Other than Freeways" for the Umatilla River Bridge. We understand the structure presently has a 26 foot horizontal clear width.

We concur in your proposal to allow this structure to remain in place. Our concurrence is based on the present good operational and safety characteristics of the present facility. We agree that the present guardrail at the bridge ends should be upgraded to meet the current design standard.

G. K. Hessner
for Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Dsgn)

RECEIVED
TECHNICAL SERVICES
APR 21 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

REFERRED TO
Baird Staudenmeyer
1 Cole
Erikson Watson
Dom Lee
Doc
BY TRIAL DESIGN ENGINEER

RECEIVED
STATE HWY ENGR
APR 20 '82
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 22 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

6

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: W. E. Schwartz
Assistant State Highway Engineer
for Operations

DATE: April 16, 1982

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Umatilla Bridge Deck
Hermiston Highway

We propose to contract the overlay of this section of the Hermiston Highway without deck repair or widening of the Umatilla River structure. Walt Hart has the structure deck repair under study. Later this year they will prepare plans and specifications for a separate contract. This may or may not include widening of the Umatilla River structure depending on the outcome of their review.

JHV:rw

cc: W. J. Hart
R. D. Hector
Don Adams

RECEIVED
STATE HWY ENGR
APR 19 '82
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

3

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 9/15/81
PREFIX

1 - IDENTIFICATION

PROJECT NAME Hermiston-Interstate 84
HIGHWAY NAME Hermiston
HIGHWAY NUMBER 333
REGION 5
ADMINISTRATIVE DISTRICT 12
COUNTY Umatilla
CITY Hermiston
LENGTH 4.1
MILEPOST NUMBER 8.3 TO 12.4
☒ RURAL and ☒ URBAN
LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT
TYPE OF FUNDS ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER
METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER
TYPE OF WORK ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

From MP 8.3 (Hermiston Ave, City of Hermiston) southerly to MP 12.4 (intersection of Hermiston Hwy. and I-84). Overlay and widen this section to a 32' roadway.

1 Verstaeg ✓
Anderson
2 Christensen
3 Olson adt.
Sullivan
Tenn
Trom
7 Wakerlie fllg

RECEIVED
OCT 29 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1979-6800 to 2200
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☒	☐	☐	☐
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH) 55
DESIGN STANDARDS AASHTO
TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Popin
Location Engineer
Date 10/22/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING UMBER AND WIDTH	PRO ED NUMBER AND WIDTH
TRAVEL LANES	2-11'	2-12'
SHOULDERS	Variable 0-2'	Variable 4' - 10'
MEDIANS		— —
PARKING LANES	Urban area 5'	No additional
SIDEWALKS		— —
BIKEWAYS		Shoulder adequate
INTERCHANGES		— —
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☐	☒
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☐	☒
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☒	☐	☐
Utilities	☒	☐	☐

Type Power

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(3.0)	—
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	1982 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4" Class"B" AC	4" Class "B" AC
Leveling Course	2"	
Aggregate Base	8"	

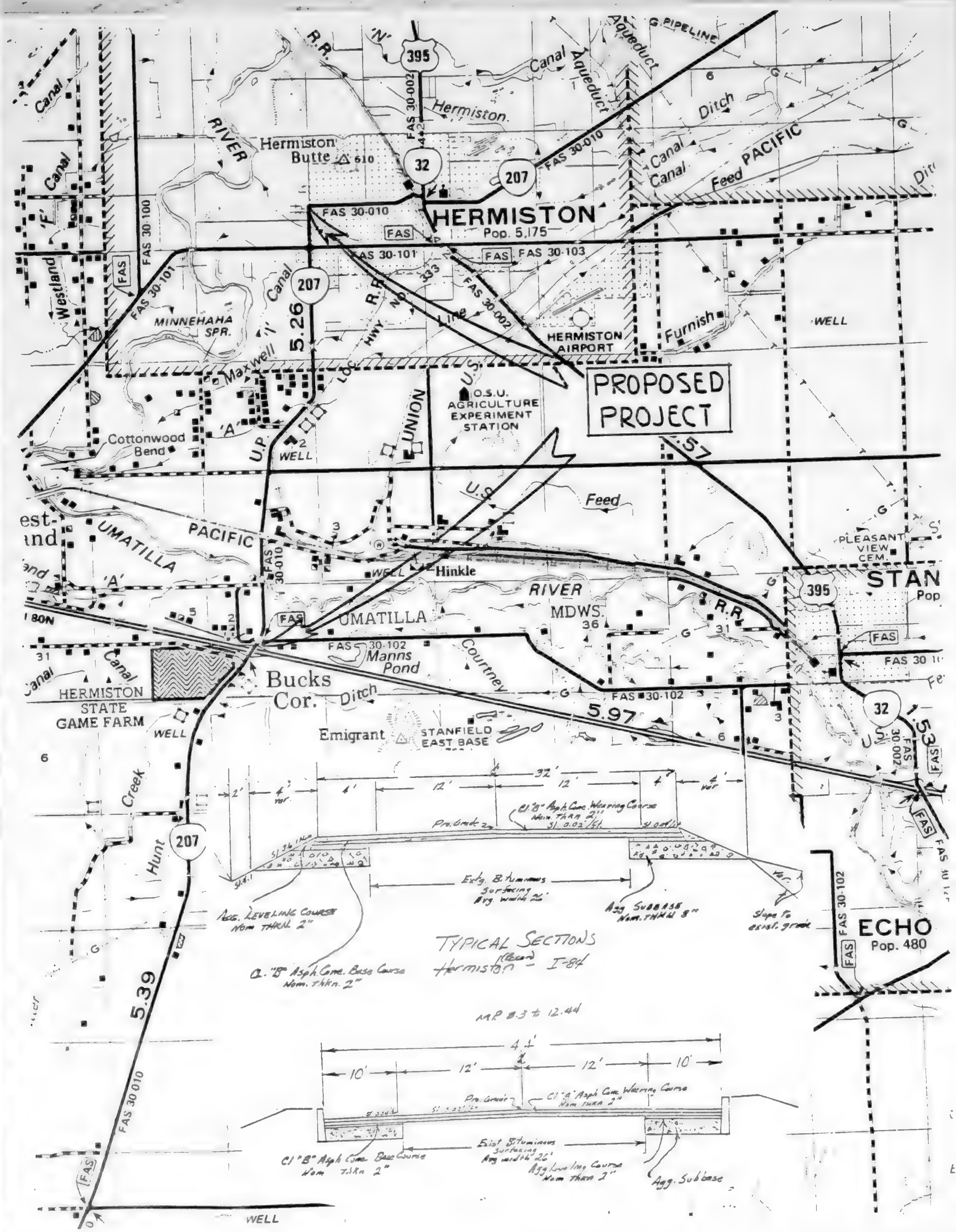
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	26,100
RIGHT OF WAY		
TRAFFIC CONTROL		75,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	1,182,000	
OTHER	4,000	
ENGINEERING & CONTINGENCIES	237,000	
PROJECT TOTAL	1,438,000	1,524,100

SUBMITTED BY Bob


PROPOSED PROJECT
HERMISTON
Pop. 5,175
Hermiston Butte 610
HERMISTON AIRPORT
O.S.U. AGRICULTURE EXPERIMENT STATION
MINNEHAHA SPR.
Cottonwood Bend
Hinkle
UMATILLA RIVER
MDWS.
Manns Pond
Bucks Cor.
HERMISTON STATE GAME FARM
Emigrant
STANFIELD EAST BASE
PLEASANT VIEW CEM.
STAN
Pop
ECHO
Pop. 480
395
32
207
I 80N
FAS 30-010
FAS 30-002
FAS 30-101
FAS 30-103
FAS 30-102
FAS 30-100
FAS
5.26
5.97
5.39
1.57
1.53
Canal
Westland
Maxwell
Furnish
Feed
Ditch
Aqueduct
G. PIPELINE
Hunt Creek
Courtney Ditch
U.P. R.R.
UNION PACIFIC R.R.
LOS HWY NO. 333
Line
WELL
2'
4' var.
4'
12'
32'
12'
4'
4' var.
Pro. Grade
Cl "B" Asph. Conc. Wearing Course Nom. Thkn. 2"
Sl. 0.02'/Ft.
Sl. 0.04'/Ft.
Sl. 3:1
Extg. Bituminous Surfacing Avg. width 26'
Agg. Leveling Course Nom. Thkn. 2"
Agg. Subbase Nom. Thkn. 8"
Slope to exist. grade
var.
Cl. "B" Asph. Conc. Base Course Nom. Thkn. 2"
44'
10'
12'
12'
10'
Pro. Grade
Cl "A" Asph. Conc. Wearing Course Nom. Thkn. 2"
Exist Bituminous Surfacing Avg. width 26'
Cl "B" Asph. Conc. Base Course Nom. Thkn. 2"
Agg. Leveling Course Nom. Thkn. 2"
Agg. Subbase

TYPICAL SECTIONS

Hermiston (Bacon) - I-84

M.P. 8.3 to 12.44

1983 McKay Cr. (Platt) Br. Sec. 9563
of McKay Cr. Rd. approx. 10 Mi. easterly of Pilot Rk. (Grad, Surf. & Struc)

C&A 6857 12-22-78
C&A 6983 - 4-20-79

HASTINGS, MN
LES-CHICAGO-L
TX-LOCUST GR
U.S.A.

9563

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

6-1-84

9563
~~9533~~

REGION NO. 10	REPORT NO.	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT June 1, 1984	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. SOS-3000(6)
COMPLETION DATE (Actual) Sept. 22, 1983	ACCEPTANCE DATE BY CONRTACT AGENCY January 11, 1984	TIME ELAPSED 78 %	CONTRACT TIME 202 CD

LOCATION
McKay Creek (Platt) Bridge Section on McKay Creek Road approximately 9.5 miles easterly of Pilot Rock.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 12 '84
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

1. Description of Improvement as Programed:
   A. Construction of roadbed grading, aggregate base and aggregate wearing course.
   B. Construction of Bridge No. 10641A over McKay Creek.
      Length: 106 feet. Roadway Width: 27-1/2 feet.
   C. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Douglas S. Coats, Inc.
3. Contract Amount: $99,175.00
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 6/11/84	TITLE Field Operations Engineer	DATE 6/11/84

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

January 19, 1984

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9563

Gentlemen or Ladies:

On January 18, 1984, we wrote to you concerning release of final payment on Contract No. 9563 awarded to Douglas S. Coats, Inc., for work on the McKay Creek (Platt) Bridge in Umatilla County.

Final payment on this contract is $1,000 and the total contract amount is $96,474.72. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

United Pacific Insurance Company
825 N.E. Multnomah, Suite 300
Portland, OR 97232

bc: C. T. Keasey
Walt Hart
Robert Hector

December 19, 1983

Eugene Sand & Gravel, Inc.
PO Box 1067
Eugene, OR 97440

CON 5
#9563

Attention: E. D. Ellis
Credit Manager

Gentlemen:

Thank you for your letter of December 7 stating that Doug Coats Construction has now paid all monies due you.

You state this is in reference to the Douglas S. Coats, Inc., Contract No. 9563 for work on the McKay Creek (Platt) Bridge Section in Umatilla County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co.
825 N.E. Multnomah
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

FKN:kjm

EUGENE SAND & GRAVEL, INC.
P.O. BOX 1067 EUGENE, OREGON 97440 • (503) 683-6400
3000 DELTA HIGHWAY NORTH

December 7,1983

To Whom It May Concern:

Doug Coats Construction has now paid all monies due to Eugene Sand & Gravel,Inc. on the McKay Creek Bridge Job, Contract # 9563.

Sincerely,

E.D. Ellis
Credit Manager

EDE/kb

RECEIVED
DEC 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PRE-MIXED CONCRETE • CRUSHED ROCK • SAND & GRAVEL • LOAM • ASPHALT PAVING • PRECAST-PRESTRESSED CONCRETE
SINCE 1900

1563

CL 83 220

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 28 1983
NORMA PAULUS
SECRETARY OF STATE

October 26, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9563

Eugene Sand & Gravel, Inc.
P. O. Box 1067
Eugene, OR 97440

Attention: E. D. Ellis
Credit Manager

Gentlemen or Ladies:

This will acknowledge your letter dated October 24, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Eugene Sand and Gravel, Inc.
AMOUNT:	$21,290.28
FOR:	Bridge slabs
AGAINST (Prime contractor):	Douglas S. Coats, Inc.
CONTRACT NO.:	9563
PROJECT:	McKay Creek (Platt) Bridge, Umatilla County
SURETY:	United Pacific Insurance Co.
AGENT:	Emery & Korrigan, Inc.

NOTED ON CARD
Oct. 31, 1983

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert N. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 31 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

United Pacific Insurance Company
825 N.E. Multnomah, Suite 300
Portland, OR 97232

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

bc: Secretary of State - Please acknowledge receipt of the attached claim on ✓the enclosed copy of this letter.

731-0188

EUGENE SAND & GRAVEL, INC.
P.O. BOX 1067 EUGENE, OREGON 97440 • (503) 683-6400
3000 DELTA HIGHWAY NORTH

October 24,1983

Department of Transportation
Attention: Bob ormsen
Commission Services
121 Transportation Building
Salem, OR. 97310

To Whom It May Concern:

Doug Coats Construction has not paid Eugene Sand and Gravel,Inc. $21,290.28 due on the McKay Creek Bridge Job. This work was under contract #9563 which consists of bridge slabs which were delivered on August 24,1983.

Sincerely,

E.D. Ellis
Credit Manager

EDE/kb

No. 703482

RECEIVED
OCT 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PRE-MIXED CONCRETE • CRUSHED ROCK • SAND & GRAVEL • LOAM • ASPHALT PAVING • PRECAST-PRESTRESSED CONCRETE
SINCE 1900

9563

No.12 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McKay Cr.(Platt) Bridge

WEEK ENDING: Oct. 1, .983

SECTION PREFIX: 230-1084

HIGHWAY: McKay Creek Road

COUNTY: Umatilla

NAME OF JOB: McKay Creek (Platt) Bridge

KIND OF WORK: Structure

CONTRACTOR: Douglas S. Coats, Inc.

CONTRACT NUMBER: 9563

FEDERAL AID PROJECT NUMBER: SOS-3000(6)

DATE OF CONTRACT: Feb. 22, 1983

DATE WORK STARTED:

ESTIMATED COMPLETION DATE: Sept. 22, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 260

CALENDAR DAYS USED: 202

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 78%

PROJECT AUTHORIZATION: $ 114,242.38

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 104,264.88

ENGINEERING AUTHORIZATION: $ 9,977.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 96,474.72

ENGINEERING COST TO DATE: $ 9,100000

DATE PROJECT WAS COMPLETED: Sept. 22, 1983

ESTIMATED PERCENT: UNDERRUN 7.5 %

PERCENT OF AUTHORIZATION: 91 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10641A						
PERCENT	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25		0		Calendar day charges stopped 9-22-83
MONDAY 26		0		RECEIVED
TUESDAY 27		0		
WEDNESDAY 28		0		CONSTRUCTION SECTION
THURSDAY 29		0		Third notification this date
FRIDAY 30		0		9-30-83
SATURDAY 1		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No Activity
MONDAY 26	No Activity
TUESDAY 27	No Activity
WEDNESDAY 28	No Activity
THURSDAY 29	No Activity
FRIDAY 30	No Activity
SATURDAY 1	No Activity

REMARKS

Project completed 9-22-83.

Third notification date 9-30-83.

SIGNED ________ LOCATION Pendleton

for Bobby D. Johnson, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO 6-2

TO: MEMO

DATE: April 6, 1983

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Project No. SOS-3000(6)
McKay Creek (Platt) Bridge Section
Umatilla County

The subject project is administered under Approved Certification Acceptance procedures and as such does not require FHWA approval of P.S. & E. documents for authorization to advertise for bids. The effective date for construction costs and cutoff date for preliminary engineering costs is January 5, 1983 which is 21 days prior to opening of bids on the project.

The FHWA form PR 1240 dated September 28, 1982 is an obligation of federal funds for the project and not to be considered as the P.S. & E. effective date.

CL:lb

cc Dale E. Wilken
V. E. Skoog
K. Husby
General Files

81-125-1387

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Umatilla Project No. SOS-3000(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

McKay Creek (Platt) Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-28-82	0.02
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 114,242.00	FEDERAL FUNDS $ 100,704.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E

Acting Program Section Manager
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Divisio
Salem, Oregon March 1, 1983

Federal-Aid Project
No. SOS-3000(6)

McKay Creek (Platt) Bridge Section
McKay Creek Road in Umatilla Couny Road

PROJECT AGREEMENT ESTIMATE

Type Code X080
McKay Creek Bridge #10641A (Sta. 2+47.25 to Sta. 3+57.25)

Mobilization		All Required	$ 9,000.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	175 Sq. Ft.	6.00	1,050.00
Temporary Barricades	2 Each	40.00	80.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200 Lin. Ft.	6.00	1,200.00
Temporary Delineators	10 Each	10.00	100.00
Earthwork		All Required	10,000.00
3/4"-0 Aggregate Base	400 Ton	8.50	3,400.00
Class "B" or Class "C" Asphalt Concrete	75 Ton	46.00	3,450.00
Guardrail, Type 2A	100 Lin. Ft.	11.00	1,100.00
Guardrail, Type 3	100 Lin. Ft.	20.00	2,000.00
Guardrail Anchors, Type 1	4 Each	350.00	1,400.00
Rail End Pieces, Type C	4 Each	75.00	300.00
Loose Riprap, Class 700	362 Cu. Yd.	10.00	3,620.00
Bridge Removal Work		All Required	6,000.00
Structural Concrete, Class 3300 (23 C.Y.)		All Required	8,500.00
4'x35'/40' Prestressed Slabs	21 Each	1,800.00	37,800.00
Reinforcement (3,300 lbs.)	1,800	All Required	1,800.00
Metal Rail with Tubing	225 Lin. Ft.	35.00	7,875.00
			$ 99,175.00

Anticipated Items		
Temporary Erosion Control	All Required	$ 100.00
Roadside Seeding & Mulching	All Required	500.00
		$ 600.00
	Subtotal	$ 99,775.00
	Engineering	14,467.00
	Total	$ 114,242.00

Length of Project ---------- 0.020 miles

Summary of Funds (88.15%)

Federal Funds --------------	$ 100,704
County Funds	13,538
Total	$ 114,242

Group 1 100%
Contract No. 9563
Prefix: 230-1952 (P.E. Only)
Prefix: 230-1084

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-3000(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 90035

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/28/82
8. FEDERAL ROUTE NUMBER Non Federal aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
McKay Creek (Platt) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Bridge Rehabilitation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVE
STATE HWY E
OCT 1 '82
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act

13. REMARKS

As requested in Mr. Swan's letter of 9/23/82 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $168,700 Federal Funds $148,760 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed desing standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 9/27/82 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 9/28/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: September 23, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 90035
Project No. SOS-3000(6)
McKay Creek (Platt) Bridge Section
Umatilla County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 28, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $168,700 with an obligation of $148,760 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

Also, attached is a copy of an Interoffice Memo by J.H. Wood, OSHD Structure Maintenance Engineer, concerning the sufficiency rating of the structure after the proposed project is accomplished.

JLG:bks
Attachments

cc: R.D. Hector Region 5
Harold Reynoldson w/att.
General Files

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-3000(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90035

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/9/82

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
NcKay Creek (Platt Bridge)

11. GENERAL DESCRIPTION OF WORK
Withdraw Prgoram change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

My program change dated 8/9/92 with reference to Sumac Bridge is withdrawn.

(Agreement 6983 applies to the SOS funding portion of construction. Sumac Bridge was approved for contruction under BROS-3000(5), therefore PE is eligible under this project.)

RECEIVED
STATE HWY ENGR
AUG 25 '82
REFER TO
Moehring
FOR

14. DATE 8/9/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-3000(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90035

6. TO
Mr. H. S. Coulter,
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-9-82

8. FEDERAL ROUTE NUMBER Non-Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
McKay Creek (Platt) Bridge

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change (see below)

13. REMARKS

Under Construction Finance Agreement (No. 6983) executed by Umatilla County and the State of Oregon on 5-11-81 whereby Sumac Bridge Construction Agreement was made null and void, the program approved 11-22-78 is appropriately changed to "McKay Creek (Platt) Bridge" and preliminary engineering charges for that portion of the project only, are eligible for Federal aid participation.

RECEIVED
STATE HWY ENGR
AUG 12 '82
REFER TO [illegible]
FOR C
Info | Inves | R/D | D.R | Sign | Act | File

14. DATE 8-9-82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6 - 2[illegible] - 82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-3000(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90035

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/21/82

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Sumac Bridge - Platt Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 6/8/82 I approve the program change as follows:

1) Project Number: Change to read: SOS-BROS-3000(3)
2) Appn. Code: Add "117".

Also, as requested in Mr. Swan's letter of 6/8/82 I approve the revised Preliminary Engineering Costs to a TEC of $34,900 Federal Funds $29,362.

(Increase TEC $9,900 Federal Funds $7,920 Appn Code 117)

RECEIVED
STATE HWY ENGR
JUN 24 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 6/21/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

April 20, 1979

Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6922

Gentlemen:

Attached for your records is one fully executed copy each of agreements concerning the following:

1) The McKay Creek (Sumac and Platt) Bridges Section of McKay Creek Road

2) The Powerline Road at Highway 730 Section

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 1, 1979

FROM: Gerald W. Wimer Gerald Wimer
Local Government Manager

SUBJECT: McKay Creek (Sumac & Platt) Br's.
Umatilla County

Umatilla County is requesting the construction of two reinforced concrete bridges and the roadway between them. Each bridge being approximately 60 feet long and each having a roadway 28 feet wide. The roadway between the bridges is to have a 28' surface. County will be responsible for the R/W. Utilities will be attached to the structures. Construction engineering is by the State. P.E. was approved on October 24, 1978. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Umatilla Co.	McKay Cr. (Sumac & Platt) Bridges	$225,000	$198,000	$27,000

The region and this office have investigated this proposed project, confirming its validity and financing under the SOS program. I recommend your approval and request you authorize this project under delegated authority.

2-14-79
[illegible]
[illegible]

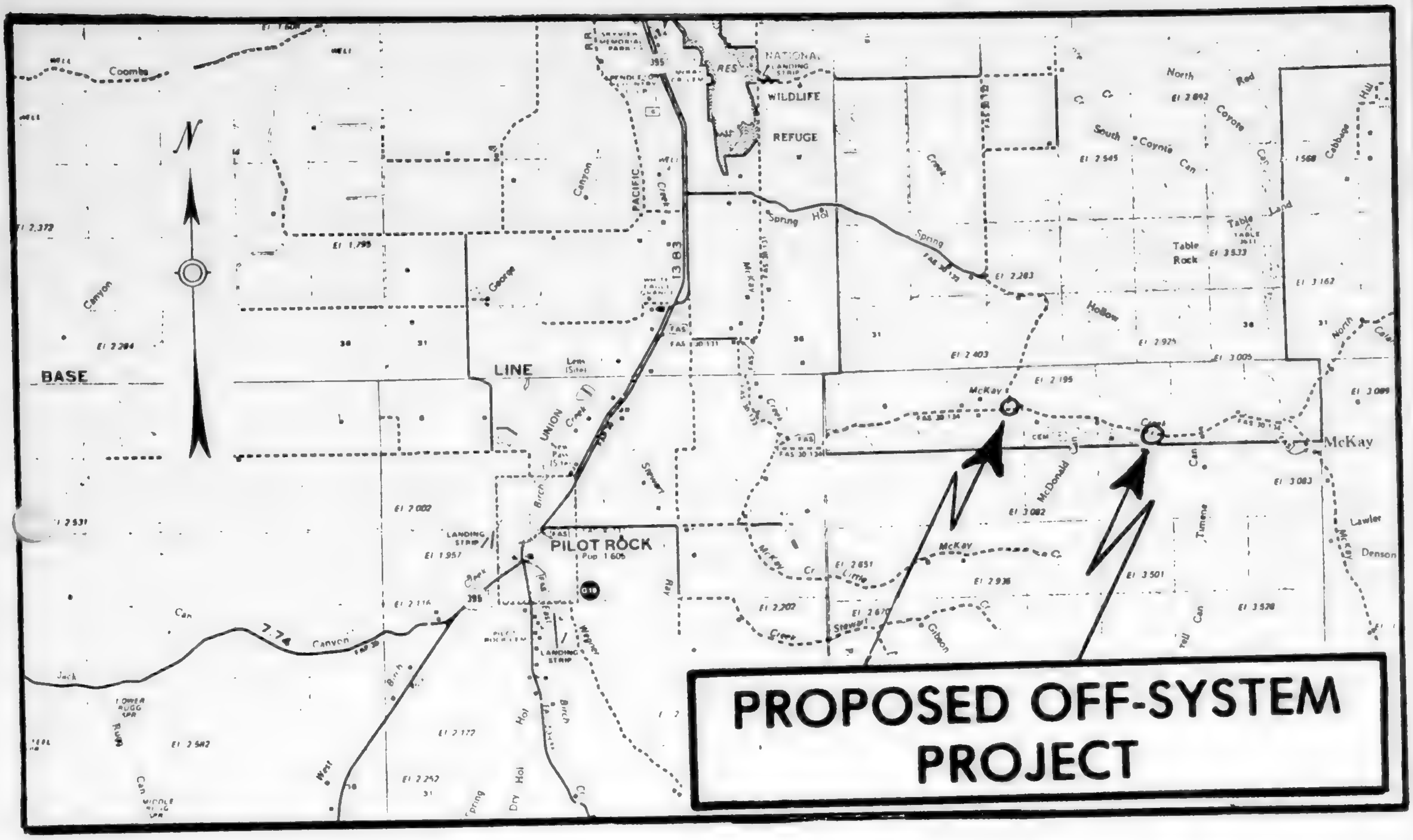
Approved:

H S Coulter
State Highway Engineer

Date 2-13-79

HR:dmc
Att.

81-125-1387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South Coyote Can
Red Coyote
Cabbage Hill
Coombs
Canyon
George
Birch
McDonald
Little
Stewart
Gibson
Timeline
Lawler
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Jack
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Can
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Spring
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PROPOSED OFF-SYSTEM PROJECT

UMATILLA COUNTY

UMATILLA COUNTY
ROAD OFFICE
PENDLETON, OREGON

☐ RE ☐ RCE ☐ RME ☐ ROE
☑ RFA MAR 26 1979 ☐
RECEIVED
REGION 5 OFFICE

cy Region
Van Cleave

March 23, 1979

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Attention: Mr. Roger Lang

Re: McKay Creek (Platt-Sumac) Bridge Project

Dear Roger:

Thank you for your letter informing me of the lack of funding for this project. However, I would like you to do the following:

> Continue with the project through the field work stage with hope that funding for this work will soon be available.

Also, please see my letter to H. N. "Bud" Van Cleave.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg
Carlos Van Elsberg
Director of Public Works

RECEIVED
STATE HWY ENGR
APR 2 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						X

CVE/bb

Enclosure

H. S. Coulter ✓
D. H. Moehring
~~Region Engineer~~
Frank Terpin
Don Harwell
G. W. Wimer
Vern Cusack

E. S. Hunter
L. W. Rulien
Hal Versteeg
L. E. George
Bob Prange
Bill Penhollow

C. T. Keasey

Walt Hart
Steve Macnab
Mainor Holmes

Bob Ewen

R

UMATILLA COUNTY
ROAD OFFICE
PENDLETON, OREGON

☐ RE ☐ RCE ☐ RME ☐ RCE
☐ RFA MAR 26 1979 ☐
RECEIVED
REGION 5 OFFICE

cy Region

March 23, 1979

Oregon State Highway Division
P. O. Box 459
Pendleton, Oregon 97801

Attention: Mr. H. N. "Bud" Van Cleave

Re: Platt - Sumac Bridge Project (S.O.S.)

Dear Bud:

Per our telephone conversation of March 23, 1979, and your information to me that the project as first requested by Umatilla County will be in excess of the allowed $250,000.00, please do the following:

1. Reduce the scope of the contract portion of the project to only the construction of the Platt & Sumac Bridges.
2. Indicate that Umatilla County will construct with her forces the roadway portion of the originally proposed project.
3. Provide bridge designs per Oregon Law.

I hope this letter provided you with the necessary direction so that you may proceed with the project.

Please contact this office if we may help you further.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg
Carlos Van Elsberg
Director of Public Works

CVE/bb

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

10/26/82 9-1
CANCELLED

SEE INSTRUCTIONS ON REVERSE

KEY ID# 168 503

REGION

SECTION
Sumac Bridge-Platt Bridge
County Roads

SURVEY AUTHORITY

AUTHORIZATION NO.	PREFIX	DATE
2	230-1952	10-11-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 12,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		3,100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		500	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		650	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,300	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		7,000			
914 REGION UTIL-ITY LIAISON		250	932 RAILROAD & UTILITIES					

TOTALS	$34,900	$ 34,900
PREVIOUS AUTHORIZATION		$ 29,750
ADD. AUTH. REQUIRED		$ 5,150

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
SOS-BROS-3000(3) 6-21-82

LOCATION ENGINEER'S REMARKS

Some work performed under prefix 230-1451 (free bridge design) which was cancelled 3-25-80. ($31.00)

$ [illegible]74.82

6

Balanced out.

PREPARED BY Phillip V. Lewellyn	DATE 10-11-82	APPROVED, ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/18/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH SERVICES X E J. Hunter	DATE 10-15-82
RECOMMENDED, LOCATION ENGINEER X Frank E. Pepin	DATE 10/14/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

6-82

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TOTAL TO DATE JOB COST SUMMARY                                                    JUNE 1982        PAGE  638
                                                                                    FISCAL         GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE

                                                    TOT      P1                                    24,945.88
                                                    TOT      N1                                         4.53
                                                 ** JOB TOTALS **                **              **  24,950.41  **

                                                                                                              STATE
 SUMAC BR-PL II BR                  CONT NO       FA PROJ NOS SOS 000003 100 BROS000003
                                        230    1952    296       00 N 9                        202.04CR    24,100.00CR
                                        230    1952    297       00 N 9                                     2,658.00
                                        230    1952    298       00 N 9                        202.04      21,442.00
                                        230    1952    901       00 P 1       9.69CR           224.83      11,843.74
                                        230    1952    901       00 N 1                                          3.39
                                        230    1952    905       00 P 1      40.88CR         1,690.05       2,442.27
                                        230    1952    914       00 P 1        .91CR            25.60         173.20
                                        230    1952    918       00 P 1                                     3,086.93
                                        230    1952    920       00 P 1      22.97CR           532.87         546.27
                                        230    1952    921       00 P 1     496.44           1,019.24       1,019.24
                                        230    1952    922       00 P 1       2.86CR           116.86         116.86
                                        230    1952    923       00 P 1        .72CR            16.52         659.08
                                        230    1952    926       00 P 1                                     6,259.19
                                        230    1952    926       00 N 1                                          4.10
                                        230    1952    927       00 P 1     206.02           5,139.90       7,550.18
                                        230    1952    932       00 P 1      20.26              20.26          20.26
                                                       TOT      P1          644.69           8,786.13      33,722.22
                                                       TOT      N1                                              7.49
                                                    ** JOB TOTALS **        644.69  **       8,786.13  **  33,729.71  **

                                                                                                              STATE
 POWR LN RD @ HWY #730              CONT NO       FA PROJ NOS SOS 000004 100
                                        230    1953    296       00 N 9     400.00CR           398.19CR     3,578.09CR
                                        230    1953    297       00 N 9     400.00             400.00         400.00
                                        230    1953    298       00 N 9                          1.81CR     3,178.09
                                        230    1953    901       00 P 1                                     3,593.97
                                        230    1953    920       00 P 1                                        13.40
                                                       TOT      P1                                          3,607.37
                                                    ** JOB TOTALS **                **              **   3,607.37  **

                                                                                                              STATE
 UMATILLA CO PVMT MRK PRO 2         CONT NO       FA PROJ NOS PMS 00S087 100
                                        230    1965    296       00 N 9                        137.73CR       137.73CR
                                        230    1965    298       00 N 9                        137.73         137.73
                                        230    1965    905       00 P 1       3.27CR           131.76         131.76
                                        230    1965    927       00 P 1                                          2.70
                                                       TOT      P1            3.27CR           131.76         134.46
                                                    ** JOB TOTALS **          3.27CR**         131.76  **     134.46  **

                                                                                                              STATE
 GRANDE RONDE RIV BR, RD 28         CONT NO     * FA PROJ NOS SOS 100002 100
                                        231    1937    296       00 N 9                      1,178.74CR     8,244.40CR
                                        231    1937    297       00 N 9                      1,178.74       1,178.74
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33,729
7,550
26,179

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                                                                                                             STATE
 SUMAC BR-MCKAY CR-PLATT BR    CONT NO        FA PROJ NOS SOS 000003 100
                                   230    1952    296      00 N 9                               202.04CR    24,100.00CR
                                   230    1952    297      00 N 9                                            2,658.00
                                   230    1952    298      00 N 9                                202.04     21,442.00
                                   230    1952    901      00 P 1              48.37             234.52     11,853.43
                                   230    1952    901      00 N 1                                                 3.39
                                   230    1952    905      00 P 1             388.56           1,730.93      2,488.15
                                   230    1952    914      00 P 1              14.05              26.51         174.11
                                   230    1952    918      00 P 1                                            3,086.93
                                   230    1952    920      00 P 1             161.34             555.84         569.24
                                   230    1952    921      00 P 1             303.67             522.80         522.80
                                   230    1952    922      00 P 1              30.71             119.72         119.72
                                   230    1952    923      00 P 1                                 17.24         659.80
                                   230    1952    926      00 P 1                                            6,259.19
                                   230    1952    926      00 N 1                                                 4.10
                                   230    1952    927      00 P 1           3,014.90           4,933.88      7,344.16
                                                  TOT      P1               3,961.60           8,141.44     33,077.53
                                                  TOT      N1                                                     7.49
                                              ** JOB TOTALS **              3,961.60  **       8,141.44  **  33,085.02  **

                                                                                                             STATE
 OWR LN RD @ HWY #730          CONT NO        FA PROJ NOS SOS 000004 100
                                   230    1953    296      00 N 9                                  1.81      3,178.09CR
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5-82

33,085
7344
25,741
90
25,651

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                                                                        MAY 1982          PAGE  615
 TOTAL TO DATE JOB COST SUMMARY
                                                                          FISCAL          GRAND TOTAL
 D  XIPTION OF JOB OR DEPARTMENT     PPEFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE        TO DATE
                                   230    1953    298      00 N 9                    1.81CR       3,178.09
                                   230    1953    901      00 P 1                                 3,593.97
                                   230    1953    920      00 P 1                                    13.40
                                                  TOT      P1                                     3,607.37
                                              ** JOB TOTALS **              **            **      3,607.37  **

                                                                                                             STATE
 UMATILLA CO PVMT MRK PRO 2    CONT NO        FA PROJ NOS PMS 00S087 100
                                   230    1965    296      00 N 9                  137.73CR         137.73CR
                                   230    1965    298      00 N 9                  137.73           137.73
                                   230    1965    905      00 P 1                  135.03           135.03
                                   230    1965    927      00 P 1                                     2.70
                                                  TOT      P1                      135.03           137.73
                                              ** JOB TOTALS **              **     135.03   **      137.73  **

                                                                                                             STATE
 GRANDE RONDE RIV BR, RD 28    CONT NO      * FA PROJ NOS SOS 100002 100
                                   231    1937    296      00 N 9                1,178.74CR       8,244.40CR
                                   231    1937    297      00 N 9                1,178.74         1,178.74
                                   231    1937    298      00 N 9                                 7,065.66
                                   231    1937    901      00 P 1                    01CR
                                   ** JOB TOTALS **              **             **      24,950.41  **

                                                                                                   STATE
SUMAC BR-MCKAY CR-PLATT BR    CONT NO      FA PROJ NOS SOS 000003 100
                                  230   1952    296      00 N 9                     202.04CR      24,100.00CR
                                  230   1952    297      00 N 9                                    2,658.00
                                  230   1952    298      00 N 9                     202.04        21,442.00
                                  230   1952    901      00 P 1                      32.25        11,651.16
                                  230   1952    901      00 N 1                                        3.39
                                  230   1952    905      00 P 1         55.30      1,286.28        2,043.50
                                  230   1952    914      00 P 1                                      147.60
                                  230   1952    918      00 P 1                                    3,086.93
                                  230   1952    920      00 P 1        261.88        357.11          370.51
                                  230   1952    921      00 P 1          2.70          2.70            2.70
                                  230   1952    922      00 P 1         38.61         89.01           89.01
                                  230   1952    923      00 P 1                       17.24          659.80
                                  230   1952    926      00 P 1                                    6,259.19
                                  230   1952    926      00 N 1                                        4.10
                                  230   1952    927      00 P 1         23.70        659.71        3,069.99
                                                TOT      P1            382.19      2,444.30       27,380.39
                                                TOT      N1                                            7.49
                                   ** JOB TOTALS **                    382.19  **  2,444.30  **   27,387.88  **

                                                                                                   STATE
POUR LN RD @ HWY #730         CONT NO      FA PROJ NOS SOS 000004 100
                                  230   1953    296      00 N 9                       1.81         3,178.09CR
                                  230   1953    298      00 N 9                       1.81CR       3,178.09
                                  230   1953    901      00 P 1                                    3,593.97
                                  230   1953    920      00 P 1                                       13.40
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3-82

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                                                                     MARCH 1982         PAGE  579
TOTAL TO DATE JOB COST SUMMARY
                                                                        FISCAL          GRAND TOTAL
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX      FUNCTION   GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                                                TOT      P1                                            3,607.37
                                   ** JOB TOTALS **              **               **                   3,607.37  **

                                                                                                   STATE
UMATILLA CO PVMT MRK PRO 2    CONT NO      FA PROJ NOS PMS 005087 100
                                  230   1965    296      00 N 9        135.03CR      137.73CR        137.73CR
                                  230   1965    298      00 N 9        135.03        137.73          137.73
                                  230   1965    905      00 P 1         43.40        135.03          135.03
                                  230   1965    927      00 P 1                                        2.70
                                                TOT      P1             43.40        135.03          137.73
                                   ** JOB TOTALS **                     43.40  **    135.03  **      137.73  **

                                                                                                   STATE
GRANDE RONDE RIV BR, RD 28    CONT NO      * FA PROJ NOS SOS 100002 100
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STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: February 23, 1981

FROM: Gene M Finley
Gene M. Finley
Hydraulic Specialist

SUBJECT:
Sumac Bridge and Platt Bridge
(McKay Creek)
McKay Creek Road
Umatilla County

The proposed project will replace a 60±-foot long, single-span steel pony truss (Sumac Bridge) and either completely replace or replace only the superstructure portion of a 104±-foot long, three-span timber beam structure with concrete piers and abutments (Platt Bridge). Both structures will be placed on existing alignment. A construction detour around each structure is also proposed.

HYDROLOGY

McKay Creek is an east-west tributary of the Umatilla River and drains approximately 153 and 158 square miles above the Platt and Sumac Bridges, respectively. Stream gage data are available from Gages 14-0222 (North Fork, McKay Creek) and 14-0225 (McKay Creek) located near Pilot Rock, with drainage areas of 48.6 and 180 square miles, respectively.

The recurrence interval vs. peak discharge relationship listed below was interpolated from a statistical analysis of these gage data using a log-Pearson Type III distribution.

Recurrence Interval	Peak Discharge Platt Bridge	Peak Discharge Sumac Bridge
500-year	8900 cfs	9300 cfs
100-year	6000 cfs	6200 cfs
50-year	5000 cfs	5200 cfs
25-year	4100 cfs	4400 cfs
10-year	2900 cfs	3000 cfs
5-year	2100 cfs	2200 cfs

The largest flood of record occurred January 30, 1965 and is estimated to have been the 125-year flood, with peak discharges of 6400 cfs (Platt Bridge) and 6600 cfs (Sumac Bridge).

$ 220,000
21,442
$ 198,558

PLATT BRIDGE

A photograph taken of the Platt Bridge vicinity shows the damage at the structure caused by the January 1965 flood. Using this photograph, it is estimated that 85% of the bridge waterway area had been clogged with debris. This raised the headwater elevation until the road was overtopped, causing approximately 120 feet of the east and west bridge approaches to wash out.

When the flood receded, the channel had moved 50± feet west of the westerly bridge abutment. A 350±-foot long channel change was constructed to again direct the flow through the existing bridge opening. In conjunction with the channel change, the westerly channel bank was protected with what appears to be Class 700 loose riprap.

Assuming an unclogged bridge waterway area and a discharge of 6400 cfs (1965 flood), a high water elevation along the upstream embankments was estimated to be 1002.6± feet (assumed datum). This high water elevation would have just overtopped the roadway.

SUMAC BRIDGE

Four photographs taken in the vicinity of the existing Sumac Bridge just after the January 1965 flood (6600 cfs) were used to determine the high water elevation of 1003.5± feet (assumed datum) along the upstream embankments of the structure. Upstream, 100± feet from this bridge site, the creek was above bankful capacity and overflowing the southerly bank. This overflow paralleled the roadway and overtopped it approximately 700± feet west of the bridge site. It is estimated that during the 1965 flood, 4000 cfs was overflow and 2600 cfs (7-year flood) went through the bridge. With the overflow relief upstream of the bridge, it is felt that 2600± cfs is the maximum discharge which will ever flow through the bridge opening.

HYDRAULIC DESIGN

The 25-year flood with peak discharges of 4100 cfs (Platt Bridge) and 4400 cfs (Sumac Bridge - 2600 cfs through structure) were chosen as the design floods.

For design purposes, the following types of structures were investigated:

Platt Bridge (10° skew)	Sumac Bridge (25° skew)
93-foot two-span bridge with vertical abutments.	60-foot single-span bridge with vertical abutments.
108-foot two-span bridge with 1 1/2:1 end slopes.	80-foot two-span bridge with 1 1/2:1 end slopes.

Platt Bridge (continued)

104-foot three-span bridge
using existing piers and
abutments.

PLATT BRIDGE

The tabulation on the following page compares the proposed structure to the existing structure for the 25-, 100-, and 125-year (overtopping) floods. The piers for the existing bridge were not aligned with the direction of flow. If new piers are constructed, it is suggested that they be aligned with the flow.

SUMAC BRIDGE

The following tabulation compares the proposed structures to the existing structure for the 7-year flood (overtopping flood).

The 7-year flood was chosen as the design flood because this is the largest flood that will flow through the structure.

	7-Year Flood (Overtopping Flood)		
	80-Foot Two-span	60-Foot Single-span	Existing Condition
Design High Water Elevation (Assumed Datum)	1003.5 feet	1003.5 feet	1003.5 feet
High Water Elevation Along Upstream Embankments Including Backwater (assumed datum)	1003.5 feet	1003.5 feet	1003.5 feet
Normal Area Below Design High Water	280* sq. ft.	280 sq. ft.	280 sq. ft.
Average Velocity	9.3 fps	9.2 fps	9.3 fps

---

*not including projected area of piers

RIPRAP

PLATT BRIDGE

For the 93-foot replacement structure, it is suggested that the toe of the vertical abutments be protected with special backfill material conforming to Standard Specification 251.12.

For the 108-foot replacement structure, it is suggested that the fill slopes be protected with a three-foot blanket of Class 700 loose riprap placed with a toe trench. A 9-inch filter blanket will be required.

For the 104-foot structure, using the existing piers and abutments, no additional protection will be required.

SUMAC BRIDGE

For the 60-foot replacement structure, it is suggested that the toe of the vertical abutments be protected with Class 100 loose riprap. A filter blanket will not be required.

For the 80-foot replacement structure, it is suggested that the fill slopes be protected with an 18-inch blanket of Class 100 loose riprap placed with a toe trench. A filter blanket will not be required.

It is suggested that the detour structures for both Platt and Sumac Bridges provide a waterway opening of at least 4.9 square feet (30" diameter pipe) during the construction months of July through October. If this detour is required during any other months (November through June) there is a probability that it will be overtopped with accompanying erosion.

GMF:ja

cc Frank Terpin w/attachment
Walt Hart "
D. O. Christensen "
Jack Davis "
Don Harwell "
W. E. Schwartz "
H. Schell (FHWA) "

PLATT BRIDGE

	25-Year Flood			100-Year Flood			125-Yea (Overtopp	
			Existing Condition			Existing Condition		
	93-foot Two-span	108-foot Two-span	104-foot Three-span	93-foot Two-span	108-foot Two-span	104-foot Three-span	93-foot Two-span	108- Two-s
Design High Water Elevation (assumed datum)	1000.8 feet	1000.8 feet	1000.8 feet	1002.0 feet	1002.0 feet	1002.0 feet	1002.2 feet	1002.
High Water Elevation Along Upstream Embankments Including Backwater (assumed datum)	1000.9 feet	1000.9 feet	1001.0 feet	1002.2 feet	1002.2 feet	1002.3 feet	1002.5 feet	1002.
Normal Area Below Design High Water (not including projected area of piers)	430 sq. ft.	420 sq. ft.	440 sq. ft.	540 sq. ft.	530 sq. ft.	550 sq. ft.	560 sq. ft.	550.s
Average Velocity	9.5 fps	9.6 fps	8.9 fps	11.2 fps	11.2 fps	10.4 fps	11.4 fps	11.5

PLATT BRIDGE

	25-Year Flood			100-Year Flood			125-Year Flood (Overtopping Flood)		
			Existing Condition			Existing Condition			Existing Condition
	93-foot Two-span	108-foot Two-span	104-foot Three-span	93-foot Two-span	108-foot Two-span	104-foot Three-span	93-foot Two-span	108-foot Two-span	104-foot Three-span
n	1000.8 feet	1000.8 feet	1000.8 feet	1002.0 feet	1002.0 feet	1002.0 feet	1002.2 feet	1002.2 feet	1002.2 feet
ding	1000.9 feet	1000.9 feet	1001.0 feet	1002.2 feet	1002.2 feet	1002.3 feet	1002.5 feet	1002.5 feet	1002.6 feet
igh cted	430 sq. ft.	420 sq. ft.	440 sq. ft.	540 sq. ft.	530 sq. ft.	550 sq. ft.	560 sq. ft.	550.sq. ft.	570 sq. ft.
	9.5 fps	9.6 fps	8.9 fps	11.2 fps	11.2 fps	10.4 fps	11.4 fps	11.5 fps	10.7 fps

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge	cfs	4100	6000	6400	6400
	m^3/s				
Frequency — yrs.		25	100	125	125
H.W. Elevation Natural Channel	ft.	1000.8 *	1002.0 *	1002.2 *	
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	9.6	11.2	11.5	
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: * ASSUMED DATUM

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

PLATT BRIDGE
McKAY CREEK ROAD
UMATILLA COUNTY

COMPILED BY: GENE M. FINLEY	DATE: FEBRUARY 23, 1981

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge	cfs	2600		2600	2600
	m^3/s				
Frequency — yrs.		7	100	7	7
H.W. Elevation Natural Channel	ft.	1003.5 *			
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	9.3			
	mps				
Headwater Elevation	ft.				
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: * ASSUMED DATUM

The overtopping flood is 700± feet west of the bridge site

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

SUMAC BRIDGE
McKAY CREEK ROAD
UMATILLA COUNTY

COMPILED BY: GENE M. FINLEY

DATE: FEBRUARY 23,1981

Form 81-734-3039

(MSP0001)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Sumac Bridge (McKay Creek) Platt Bridge

Date March 25,1980 19

Highway County Roads 724 and 718

Authorization No. I Revised

County Umatilla

Survey Prefix 230-1952 (Assigned by Salem office)

Description of termini, route, length, etc.:

About 16 miles southeast of Pendleton, beginning at Milepoint 3.4 on Road No. 724, thence easterly to junction of McKay Creek Road, No. 718, continuing easterly to Milepoint 9.0. Project lingth is 2.2± miles.

Prefix 230-1451 is cancelled and the funds under it for free bridge design to county is now under this prefix, function 927.

Purpose of survey: Prepare plans, specifications, and estimate of costs for replacem of Sumac and Platt Bridges. Bridge design to be at no cost to county under provisions of O.R.S. 369.210. (Note this project has been revised downward from two structures and 2.2 miles of road widening to just the replacement of the two structures.)

Estimate of costs:

Resident Engineer	(901)	$12,000	Environmental	(923)	250
Final Design	(905)	1,000	~~Found. Investigation~~	(926)	~~6,000~~
Soils & Geology	(910)	2,000	Free Br. Design to Co.	(927)	5,000
Liaison,R/W	(913)	500			
Utility Liaison	(914)	1,000			
Recon & Hydraulics	(918)	1,000			
Specifications	(921)	1,000			

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
A[illegible] 1980
LOCATION
SECTION

Total estimated cost of survey	$29,750
Previous authorization	29,750
Additional authorization requested	0
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Costs & Records Eng'r.

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. Perpin
Location Engineer

Approved: E G Hunter
Assistant State Highway Engineer

SP*19760-734

7543

NARRATIVE REPORT

Sumac Bridge (McKay Creek) Platt Bridge
Umatilla County

HISTORY

The Authority for survey was submitted on May 15, 1978 by Roger Lang, Federal Aid Specialist. The field work began in February of 1979. During this period it was determined that no funds were available to build these structures, but the County requested that the preliminary engineering be completed and the structures designed.

The original Authority for Survey included grading, but due to the cost of the structures the project was downscoped to include only the construction of the structures.

TYPICAL SECTION

Roadway width on both structures will be 27' 6".

HORIZONTAL / VERTICAL ALIGNMENT

There will be no change of either vertical or horizontal alignment on either structure.

CONSTRUCTION EASEMENT

Both structures will require an easement for the construction of a detour during construction of the structures. The property owner in both cases is the Bureau of Indian Affairs. I have discussed this with the Umatilla County Roadmaster and he will obtain the easements.

DETOUR

A detour will be required for both structures. These will be built and maintained by the contractor. No pipe size was specified on the plans to handle the water. It should be stated in the Special Provision that the contractor will provide adequate pipes to handle the water during construction.

AWARD OF CONTRACT

Contract should be let so that structures can be built between early summer and late fall.

UTILITIES

Pacific Northwest Bell has conduit attached to both structures at the present time. These will have to be moved during construction and re-attached to the rail when structures are complete.

WATERWAY

Both structures cross McKay Creek. In this area McKay Creek is an uncontrolled stream with the flow governed only by run-off from the drainage area. Drift has not been a problem in the vicinity of either of these structures.

RIGHT of WAY

No additional right-of-way will be required for either structure.

PROPOSED STRUCTURES

Platt Bridge - If at all possible, I recommend we use the existing piers with a pre-stressed or steel beam cap to gain the additional width. The super structure would be prestressed slabs with bolt on type rail.

Sumac Bridge - The new structure should be sixty-eight feet long. This will allow the new abutments to be placed behind the existing abutments. The existing abutments should be left in place after the new bridge is constructed.

EGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1

Section McKay Creek (Platt-Sumac Bridges)
Highway County Roads 71[illegible] and [illegible] Unit
Length Engineer: R. N. VanCleave County Umatilla Prefix 230-10[illegible]
Draftsman R. W. Alexander Date 1-28-80

Grading and Surfacing Items

Item No.	Spec	Item	Unit	Quantity	Price	Am
1	110	Mobilization	L.S.	9%		$1
2	111	Temp. Protection and Direction of Traffic	L.S.		$ 3,000	3,
3	302.7[illegible]	Bridge Removal	L.S.	Platt Sumac	10,000 5,000	15,
4		Detour Construction and Removal	L.S.	Fill 823cy @$10/cy Rock 255cy @$12/cy		11,
5	[illegible]51	Structure Excavation	Cu. Yard	215	$ 14	3,
6	[illegible]	Class "A" Concrete	Cu. Yard	95	316	30,
7	[illegible]A	4'X 35/40 Prestress Slabs	Ea.	21	3,630	76,
8	[illegible]A	4'X 65/70 Prestress Slabs	Ea.	7	6,900	48,
9	505	Steel Reinforcement	Lb.	12,500	0.60	7,
10	606	Guard Rail Type 3	Linear Ft.	100	35	3,
11	606	Guard Rail Type 2A	Linear Ft.	200	25	5,
12	620	Rip Rap	Cu. Yard	150	20	3,
					Sub Total	224,
		Engineering & Contingencies			+40%	89,
					Total	$314,

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Program Change
Item No. 90035
Project No. SOS-3000(3)
Sumac Br.-Platt Br. Section
Umatilla County

I hereby request your approval of a program change on the subject project to include the construction phase in the character of proposed work as indicated on the enclosed Request for Program Change PR-9 Forms.

I further request authorization for construction at an estimated total cost of $231,500 with an obligation of $198,558 in federal funds.

CL:dmc
cc: H. Reynoldson
B. Gifford
230-1952

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. Approx. 7 mi. N.E. of Pilot Rock 65	ADT	DHV 25 200	FUTURE (68) (70) N/A	YEAR (71) (72) 99	REGION (74) (75) 10
							STATE NAME Oregon

CARD 3

CHARACTER OF PROPOSED WORK (35 spaces) 28: P.E. Gr., Dr., H.T. Pave 2 Strs. 62

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) | SUPV AGCY 69 | DA CLASSIF. 70 | DA AREA 71 | EMERG. YR. 72 73 | PL AUTH YR 74 75

PROJECT NUMBER: PREFIX LETTER(S) 14: SOS- 23 | NUMBER-AG 7: 3000

CARD 4

CLASS OF FEDERAL FUNDS [1]: Safer Off System Roads

COUNTY NAME: Umatilla

NAME OF URBAN AREA 17-31: ---

F.A. SYSTEM: Non

RTE NO.: N

FEDERAL AID: Non

STATE (32): Co.

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	Co. Funds	
5											(54) (58)	(59) (66)	(67) (76)		
1	(14-9)	18	41	42	43 - 48	53									
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	90035	SOS-3000(3)	"Sumac Br.- Platt Br. Section"	2.2	25,000	21,442	3,558	Prel phase work
										PROJECT TOTAL	2.2	25,000	21,442	3,558	
5					PE ROW CONST		RE-QUESTED REVISION	90035	SOS-3000(3)	"Sumac Br.-Platt Br. Section"	2.2 2.2	25,000 231,500 (16) (23)	21,442 198,558 (24) (33)	3,558 32,942	PE a prep Pave shou conc
										PROJECT TOTAL	2.2	256,500	220,000	36,500	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

REASON FOR CHANGE: To add the construction phase.

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: 10-13-78

OTHER: 11-22-78
1-3-79

PROGRAM REVISION REQUESTED	RECOMMENDED	
DATE June 1, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Federal Aid Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

T LOCATION (45 typewriter spaces) Rd. Approx. 7 mi. N.E. of Pilot Rock 65	ADT	DHV 25 200	FUTURE N/A (66) (70)	YEAR 99 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN. CODE 680 4 6	ITEM NO. 90035 (14) (18)

FOR MISCELLANEOUS FUNDS ONLY

RK (35 spaces)	NATL. FOREST	FM ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR
Pave 2 Strs. 62	(63) (65)	(66) / (68)	69	70	71	72 73	74 75

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
14 SOS- 23	7 3000 (3) 13	(24) (25)	27

I PROJECTS ONLY (POST MI., DESIG.)

stem Roads

COUNTY NAME: Umatilla CODE 059 14 16

F.A. SYSTEM: Non

RTE NO.	FEDERAL AID	STATE	U.S.
N	Non (32)	Co. Rd. (36)	(37) --- (41)

STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	Co. Funds	CHARACTER OF PROPOSED WORK
	ITEM AS NOW PRO-GRAMED	90035	SOS-3000(3)	"Sumac Br.- Platt Br. Section"	2.2	25,000	21,442	3,558	Preliminary Engineering all phases incl. utility prep. work.
				PROJECT TOTAL	2.2	25,000	21,442	3,558	
	RE-QUESTED REVISION	90035	SOS-3000(3)	"Sumac Br.-Platt Br. Section"	2.2	25,000	21,442	3,558	PE all phases incl. utility prep. work., Gr., Dr., H.T. Pave 10' travel lanes, 4' shoulders & two 60' reinf. conc. brs.
					2.2	(18) 231,500 (23)	(24) 198,558 (33)	32,942	
				PROJECT TOTAL	2.2	256,500	220,000	36,500	

submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:
To add the construction phase.

r more projects. Prepare a form PR-1 for all such action.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE June 1, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Federal Aid Engineer	TITLE	TITLE

class of project to another, or covers joint financing, show both classes of funds involved.

E OBSOLETE AFTER 7-1-61

USCOMM-DC 48063-P61

Sumac Br.-Platt Br. Section
Project No. SOS-3000(3)

Remarks continued: Revise project data to include the construction phase as follows:

1) Grade, drain and high-type pave to widen the existing facility to provide for two 10-foot travel lanes with 4-foot shoulders.
2) Remove existing structures and construct two 60-foot reinforced concrete bridges with 28-foot horizontal clearance.

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 20, 1979

Mr. Carlos Van Elsberg,
Director of Public Works
P. O. Box 1425
Pendleton, Oregon 97801

Dear Carlos:

Re: Safer Off System Roads Funds, McKay Creek (Sumac and Platt) Br. Section

We have been notified by the Federal Highway Administration that all available funds for the Safer Off System Roads Program have been obligated and no additional projects will be accepted for programming. This action by FHWA leaves your project without construction funds and we will not be able to advance the project to contract letting.

Under previous authority from FHWA, funds were obligated for Preliminary Engineering. At this point, we need your guidance in determining a course of action for your project. The available options are as follows:

1. Continue with the project through the field work stage then temporarily curtail activity hoping that Congress will authorize funds which are allowed for in the 1978 Surface Transportation Assistance Act.

2. Continue with the project, as per your original request or on a down scoped basis, utilizing your own funds for construction.

3. Consider the limited Special Bridge Replacement program, or reclassification to the FAS-C System, if eligible.

I know this must be a very frustrating situation for you, but I am requesting your early action as we are holding up work awaiting your decision.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:vt
cc: Gerald Wimer
H. N. Van Cleave

Form 81-734 3123

7[illegible]3

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-17-79	CC1955		230-1952

BILL TO: Code:

Umatilla County Board of Commissioners
Courthouse
Pendleton, Oregon 97801
Attn: Mr. Carlos Van Elsberg, Director of Pub. Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. for the McKay Creek (Sumac-Platt) Br. Section. SOS-3000(3) AD552			

Advance Deposit Amount	$ 3,558.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 3,558.00
Transfer to Highway Fund	$ 2,658.00
Refund Due	$
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35736-734

December 22, 1978

Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: Jessie M. Bell
County Clerk

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the McKay Creek (Sumac and Platt) Bridges Section of McKay Creek Road in Umatilla County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

December 1, 1978

Umatilla County
Board of Commissioners
Courthouse
Pendleton, Oregon 97801

Attn: Mr. Carlos Van Elsberg
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the McKay Creek (Sumac and Platt) Bridge Section SOS-3000(3).

Financial sharing of the preliminary engineering is:

Total P.E.	$25,000.00
Federal Funds	21,442.00
Balance	$ 3,558.00
Local Share:	
$3,558.00	

Rec'd 12/8/78 [illegible]

Please make your check in the amount of $3,558.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
Local Government Manager

PE Finaled on McKay (Sumac) Br.

HR:dmc
bc w/AD#552: Vern Skoog-Please return completed AD#552 when check is received.
Region 5 Federal Aid Engineer Roger Lang

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-22-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-3000(3)

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90035

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 11-22-78

FEDERAL ROUTE NUMBER Non Federal-aid

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Sumac Br. - Platt Br. Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
☐ OTHER (Specify) TEC NTE $25,000
F.F. $21,442

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-13-78 letter.

DATE 11-22-78

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Road Projects

On the Consent Calendar for the October 24, 1978 meeting will be a request for one SOS-R construction project and PE only for 16 other SOS-R projects.

Wasco County is requesting the construction of the Upper White River Bridge on Crossing Road for an estimate cost of $180,500.

Baker County is requesting a PE project on the Powder River Bridge section on Beaver Creek Road. The estimate cost of the survey is approximately $12,000.

The PE project represented by Benton County is for portions of Soap Creek and Sulphur Roads. The estimated cost is approximately $25,000.

The PE project request for Clackamas County is for the Bonnie Lure Park Bridge on Doughty Road. The estimated cost is approximately $25,000.

Crook County is requesting a PE project on the Old Dry Creek-Ochoco Highway Section on Mill Creek Road. The estimated cost is approximately $10,000.

Grant County is requesting a PE project on N. Fork John Day River Bridge on Ritter Road. The estimated cost is approximately $25,000.

The PE project requested by Klamath County is on Sprague River Bridge on Godows Spring Road and estimated to cost approximately $15,000.

Linn County is requesting a PE project on the Thomas Creek Bridge on Jordan Road. The estimated cost is approximately $25,000.

The PE project requested by Malheur County is for the Jordan Creek Bridge on Danner Road. The estimated cost is approximately $15,000.

Umatilla County is requesting a PE project on two bridges (Sumac and Platt) over McKay Creek on McKay Creek Road. The estimated cost is approximately $25,000.

Washington County is requesting a PE project for two bridges over Rock Creek (MP 0.78 and MP 0.96) on NW 185th. The estimated cost is approximately $25,000.

The request for a PE project by the Willamette National Forest is for replacing guardrail at different locations along Rigdon Road and on South Fork Road. The estimated cost is approximately $25,000.

The request for a PE project by Lincoln County Road District Coronado Shores is for resurfacing their existing roads. The estimated cost is approximately $7,500.

Clackamas County is requesting the PE on two special safety projects-one at the intersection of Skogen Road and 362 Drive and the other between MP 0.5 on MP 1.0 on 232 Drive. The estimated cost is approximately $9,500.

The PE requested by Umatilla County is to improve the intersection of Powerline Road and Hwy 730. The estimated cost is approximately $4,000.

Special Road District #4 in Deschutes County is requesting the PE for the replacement of the bridge over the Little Deschutes River on Bridge Drive. The estimated cost is approximately $5,000.

The Federal funds required for these projects is estimated to be $372,810 and the matching funds by the local governmental entities is $60,690.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:lml

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
D. N. Harwell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz

SUMMARY
PROPOSED SOS-R PROJECTS

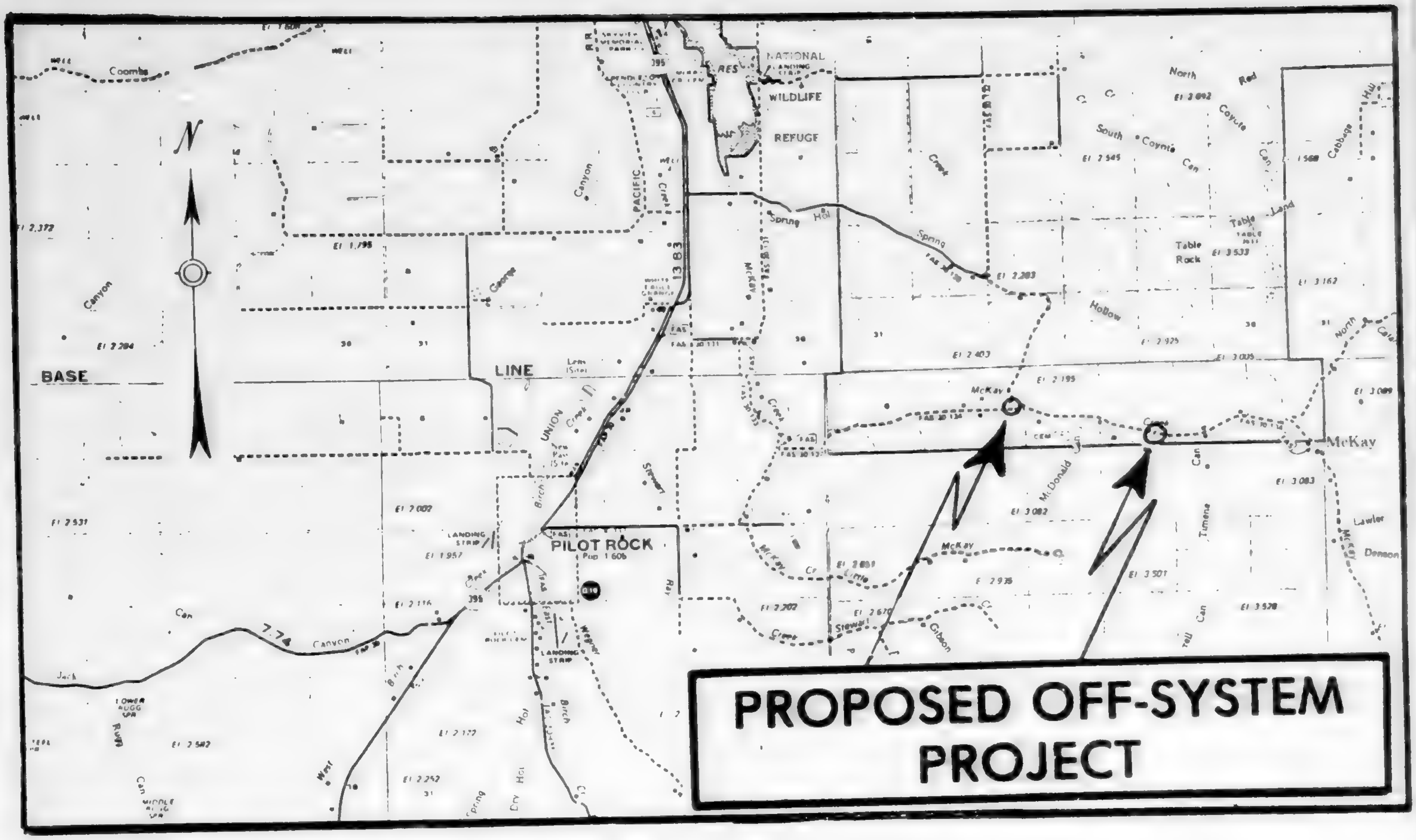
Jurisdiction	Section	Total Cost	Federal Funds	Local Share
GROUP III				
Wasco Co.	Upper White R. (Crossing Rd.)Br. Structure	$180,500	$155,230	$ 25,270
GROUP III - PE ONLY				
Baker Co. PE Only	Powder River (Beaver Creek Rd.) Br. Structure and R/W	12,000	10,320	1,680
Benton Co. PE Only	Soap Creek Rd. Jct. to MP#1 Section Sulphur Springs Road Sulphur Springs Rd. Jct. to Writsman Creek Drive Section, Soap Creek Rd. Grade and Pave	25,000	21,500	3,500
Clackamas Co. PE Only	Bonnie Lure Park (Doughty Rd.) Br. Structure and Grading	25,000	21,500	3,500
Crook Co. PE Only	Old Dry Creek-Ochoco Hwy. Section Mill Creek Road Paving and shoulders	10,000	8,600	1,400
Grant Co. PE Only	N. Fork John Day River (Ritter Rd.) Br. Bridge and Approaches	25,000	21,500	3,500
Klamath Co. PE Only	Sprague River (Godows Springs Rd.) Br. Structure, Grade and Pave	15,000	12,900	2,100
Linn Co. PE Only	Thomas Creek (Jordan Rd.) Br. Structure and Approaches	25,000	21,500	3,500
Malheur Co. PE Only	Jordan Creek (Danner) Bridge Structure	15,000	12,900	2,100
Umatilla Co. PE Only	McKay Creek (Sumac and Platt) Br's. 2 Structures, Grade and Pave	25,000	21,500	3,500
Washington Co. PE Only	Rock Creek (N.W. 185th) Bridges 2 Structures, Grade and Pave	25,000	21,500	3,500
Willamette Nat'l Forest PE Only	Rigdon and S. Fork Roads Guardrail	25,000	21,500	3,500
Lincoln Co. Rd. Dist. PE Only	Coronado Shores Paving	7,500	6,450	1,050

Umatilla County
Safer Off System Roads Project

McKay Creek (Sumac and Platt) Br's Section
McKay Creek Road
Grade, pave and 2 structures
PE Only
$25,000

For the construction of 2 concrete bridges, and the roadway between them. Grade and surface the roadway to a top width of 28' feet. Both structures are to be approximately 60' feet long with a 28' roadway. Utilities are to be attached to the structures. County will secure easements for the detours.

Engineering by State.


PROPOSED OFF-SYSTEM PROJECT
N
BASE
LINE
PILOT ROCK
NATIONAL
WILDLIFE
REFUGE
McKay
Table Rock
Coombs
Canyon
Spring Hol
Hollow
South Coyote Can
North
McDonald
Stewart
Birch
LANDING STRIP
395
13.83
7.74

UMATILLA COUNTY

Form 81-734-3039

MSP0001 12

9513

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Sumac Bridge (McKay Creek) Platt Bridge

Highway County Roads 724 and 718

County Umatilla

Date May 15, 1978

Authorization No. 1

Survey Prefix SEE BELOW (Assigned by Salem office)

Description of termini, route, length, etc.:

About 16 miles southeast of Pendleton, beginning at Milepoint 3.4 on Road No. 724, thence easterly to junction of McKay Creek Road, No. 718, continuing easterly to milepoint 9.0. Project length is 2.2± miles.

Bridge Design State Funds		Prefix 230-1451
Structural Design (906)	5,000	
Federal Aid & other P.E.		Prefix 230-1952
Total	24,750	

Purpose of survey:

Prepare plans, specifications and estimate of cost for replacement of Sumac and Platt Bridges; widening, grading, drainage and rock surface. Bridge design to be at no cost to County under provisions of O.R.S. 369.210.

505-3000 (3)
11-22-78

Estimate of cost:

Field	901	12,000
Final Design	905	1,000
Soils	910	2,000
Liaison	913	500
Utility	914	1,000
Hydraulics	918	1,000
Specifications	921	1,000
Environmental	923	250
Found. Expl.	926	6,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Federal Aid Specialist [redacted]

Recommended for Approval:

Regional Engineer

Recommended for Approval:

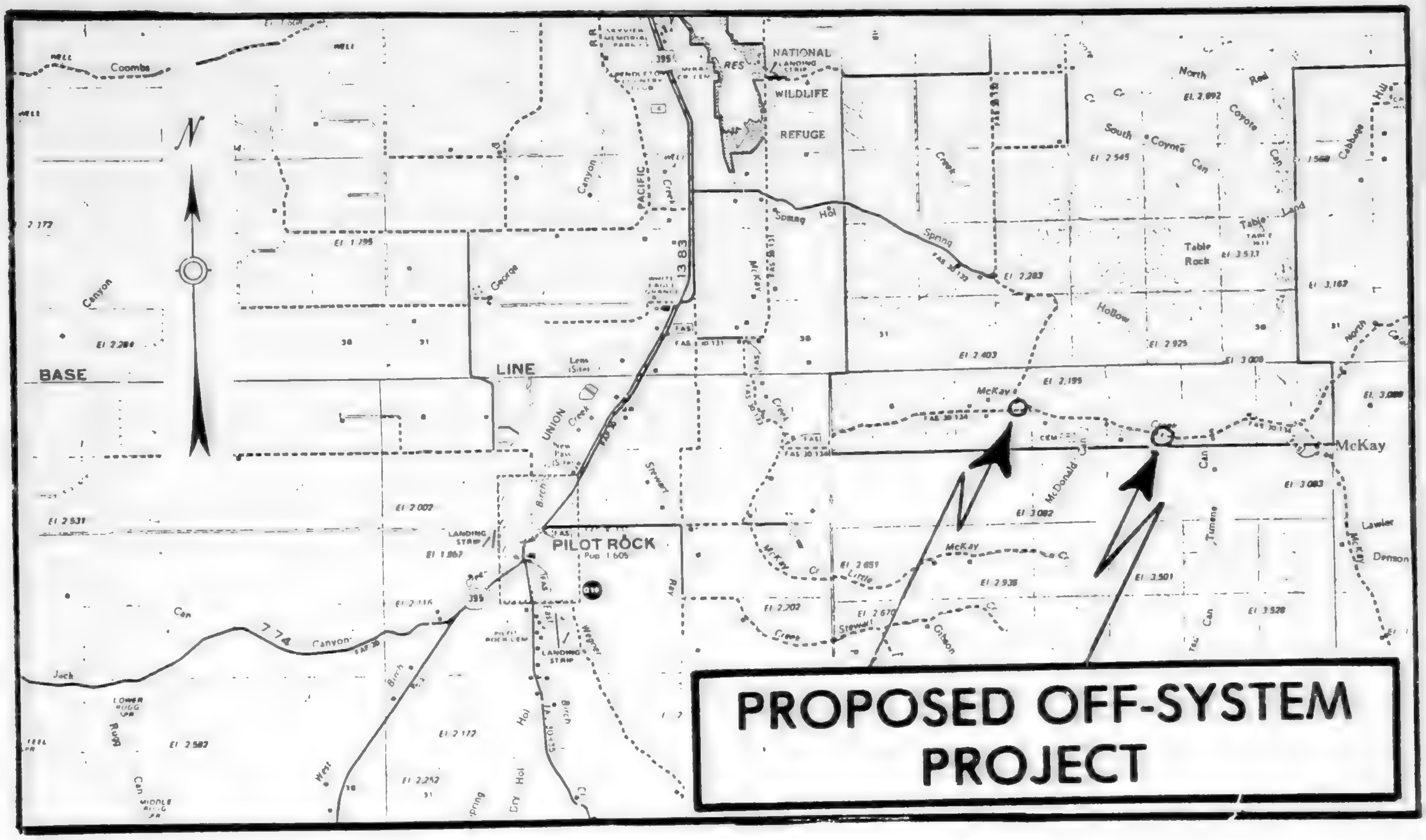
Location Engineer

Approved:

Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*19760-734

N


N
PILOT ROCK
Pop 1,605
BASE
LINE
NATIONAL WILDLIFE REFUGE
McKay
McKay Cr
Coombs
Canyon
Table Rock
South Coyote Can
North
Table Land
Spring Hol
Hollow
McDonald
Birch
Stewart
Gibson
Little McKay Cr
Union
Landing Strip
Lawler
Denson
395
383
Cabbage Hill
Jack
Can
Canyon
George
Lena
Pacific
Turner
Wagner
Dry Hol
West

PROPOSED OFF-SYSTEM PROJECT

UMATILLA COUNTY

FEDERAL AID PROJECT REQUEST

Date February 3, 1978

Applicant Agency Umatilla County
Request for: Off-System X, FAS-C ____, FAUS ____ Project
Federal Aid Route No. ____ Route Name McKay Creek
Project Name Plait Bridge

Project Length 2.2 Mile Project Location (Attach sketch map)
Project Description Replacement of two (2) bridges and reconstruction of a portion of McKay Creek Road.

Average Daily Traffic 200 Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 Feet Travel Lanes 10 Feet Shoulders None
Medians ____ Parking ____
Sidewalks ____
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ~~30~~ 28 Feet Travel Lanes 10 Feet Shoulders 4 Feet
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway NO
Remarks Remote area does not warrant construction of sidewalk/bikeways

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Feet Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Construction easements may be required for detours

☐ RPE ☐ RCE ☐ RME ☐ ROE ☐
☐ RFA
FEB 3 1978
RECEIVED
REGION 5 OFFICE
11:30 AM

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N. A.

2. Proposed Signalization:

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location M. P. 4.5 - County Road #823 McKay Creek Platt Bridge

Type Timber

Approach Roadway Width 24 Feet Shoulder Width --

Length 101 Feet Width 22 Feet

To remain in place? No

2. Proposed Structure:

Location M. P. 4.5

Approximate Size: Length 60 Feet Width 28 Feet

2. **Proposed Signalization:**

Location N. A.

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant?

4. **Permanent Striping:**

Include in project or by applicant?

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location M.P. 3.5 Sumac Bridge

Type Steel

Approach Roadway Width 20 Feet Shoulder Width None

Length 61 Feet Width 20 Feet

To remain in place? No

2. **Proposed Structure:**

Location M. P. 3.5

Approximate Size: Length 60 Feet Width 28 Feet

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Remote area of project does not warrant construction of sidewalk/bikeways

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad ______

   Existing Crossing Protection ______

2. Will existing railroad crossing be altered? ______

   Remarks ______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Carlos Van Elsberg - D.P.W.
   Office
2. Environmental " " " "
   Office
3. Public Hearing " " " "
   Office

Remarks ______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 100,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	150,000.00
Railroad	
Other________	
Preliminary engineering	
PROJECT TOTAL	$ 250,000.00

Remarks County requests bridge design at no cost under provisions of O.R.S. 369.210

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or UMATILLA COUNTY

By________ By

By________ By Barbara Lynch

By________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
February 3, 1978

FILE:

FROM: R. C. Lang R. C. Lang
Region 5 Federal Aid Engineer

TO: Gerald Wimer, Manager
Local Government Section

SALEM

SUBJECT: Proposed SOS-R Project
Sumac Br.-Platt Br. Section
McKay Creek Road
Umatilla County

Enclosed is project application received from Umatilla County concerning the above project.

The project assessment has not been submitted as yet and no field review of the project has been accomplished. An Authority for Survey will be submitted when the review is completed. Typical section will also be forwarded.

The penned comments were added by me during conversation with Carlos Van Elsberg when the application was delivered.

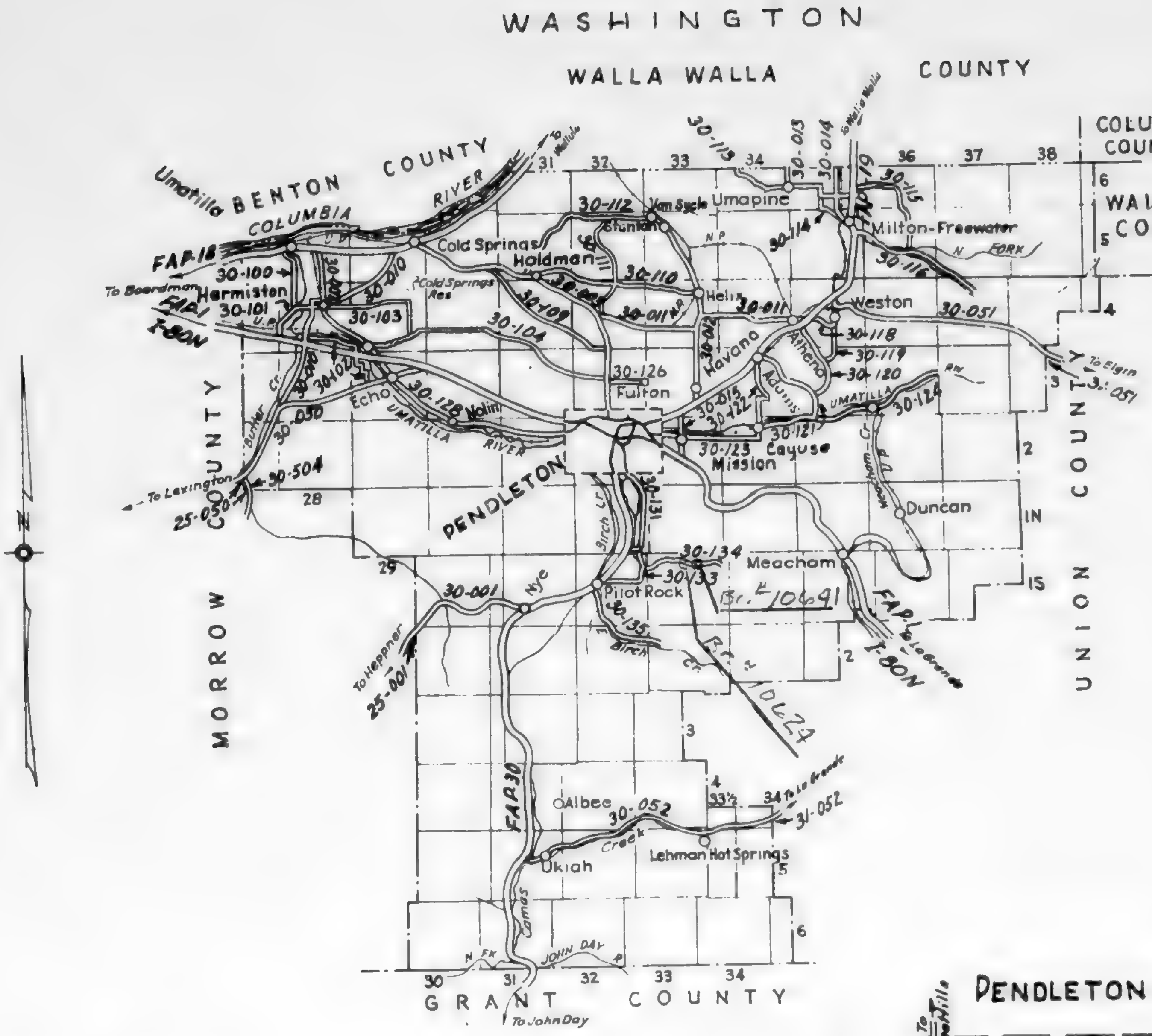
Please log in the application under the terms of the SOS-R Agreement and hold for priority ranking.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☒ FAE ☐ OPE ☐
FEB 8 1978
M
File: PM FA
TAA Zekner LG OP

RCL:sh
Enclosure

cc Carlos Van Elsberg w/attach
Gary Potter

Change 1.0 mile length to 2.2 miles.
5/17/78


WASHINGTON
WALLA WALLA COUNTY
BENTON COUNTY
COLUMBIA COUNTY
WALLOWA COUNTY
MORROW COUNTY
UNION COUNTY
GRANT COUNTY
Umatilla
COLUMBIA RIVER
FAP-18
30-100
To Boardman
Hermiston
30-101
FAP-1
I-80N
30-103
30-010
Cold Springs
Cold Springs Res
Holdman
30-112
Stanfield
Umapine
30-113
30-013
30-014
FAP-19
30-115
Milton-Freewater
30-116
N FORK
30-114
30-110
Helix
30-011
30-109
30-104
Havana
Athena
Weston
30-051
30-118
30-119
30-120
To Elgin
30-126
Fulton
Echo
30-128
Nolin
UMATILLA RIVER
30-030
Butter Cr
30-504
To Lexington
25-050
PENDLETON
30-015
30-122
30-121
30-123
Cayuse
Mission
30-124
UMATILLA
Adams
Duncan
30-131
Birch Cr
30-134
30-133
Meacham
Br. # 10691
FAP-1
I-80N
To La Grande
30-001
Nye
Pilot Rock
30-135
Birch Cr
B.C. # 10624
To Heppner
25-001
FAP-30
Albee
30-052
31-052
To La Grande
Creek
Lehman Hot Springs
Ukiah
Camas Cr
N FK JOHN DAY R
To John Day
31 32 33 34 36 37 38
30 31 32 33 34
28 29
1 2 3 4 5 6
1N 1S
N

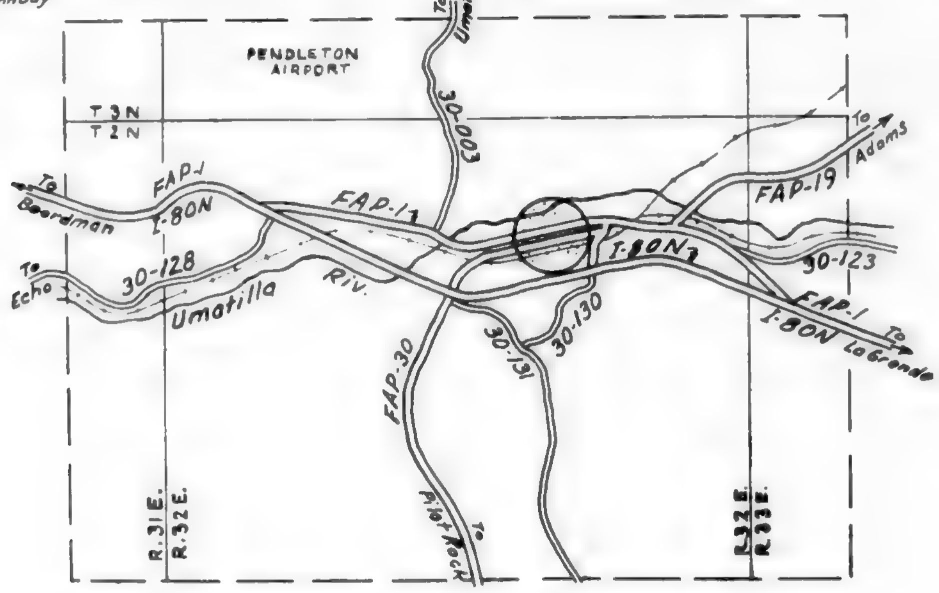
30
UMATILLA COUNTY
FAS SYSTEM

Scale 0 4 8 MI.　1974

- LEGEND -

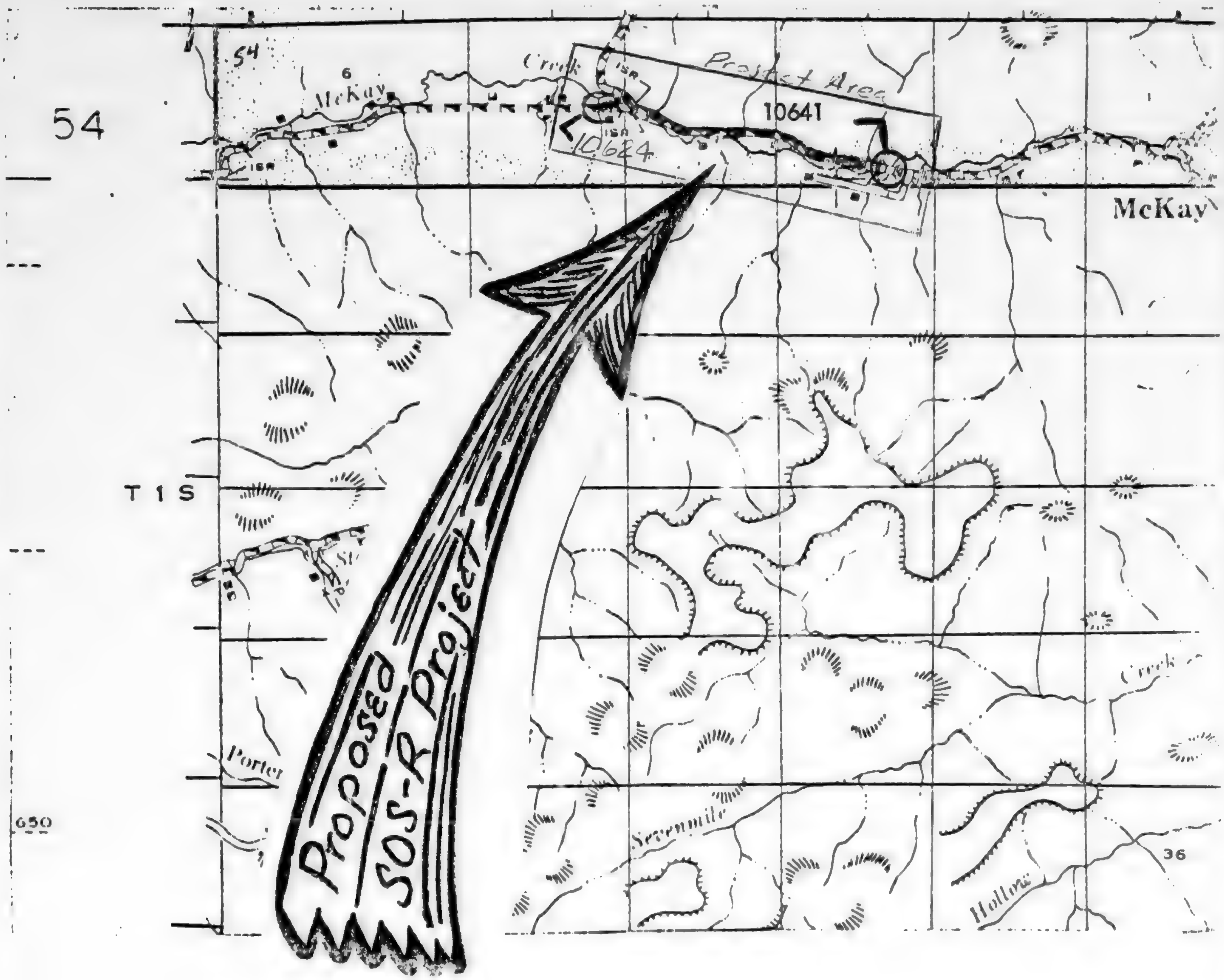
═	FA Primary Highway
═	FAS Highway on State Primary Highway
═	FAS Highway on State Secondary Highway
═	FAS Highway on County Road

PENDLETON AREA


PENDLETON AIRPORT
To Umatilla
30-003
T3N
T2N
To Boardman
FAP-1
I-80N
FAP-1
To Adams
FAP-19
To Echo
30-128
Umatilla Riv.
I-80N
30-123
FAP-1
I-80N
To La Grande
FAP-30
30-131
30-130
To Pilot Rock
R.31E.
R.32E.
R.32E.
R.33E.

TYPE: Timber Trestle
RATING: HS-20
BUILT: 1936
DRAWING: None

LOCATION MAP


54
54
6
McKay
Creek
Project Area
10641
10624
15R
McKay
T 1 S
Porter
650
Sevenmile
Creek
Hollow
36
Proposed SOS-R Project

1859

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W.E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 20, 1978

Mr. Carlos Van Elsberg
Roadmaster
Umatilla Board of Commissioners
P.O. Box 1427
Pendleton, Oregon 97801

Re: Final Project Assessment, Sumac Br--Platt Br. SOS-R Project

Dear Carlos:

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/vmt
Enc.
cc: Gerald Wimer✓
W.C. Ferguson

1982 Celilo Sand Stabil. Proj. 9564
on the Columbia Rv. Hwy. approx.
4 mi. of The Dalles. #2

RR 1110 — 12-6-82

HASTINGS, MN
GELES·CHICAGO·LO
RESOR, TX·LOCUST GR
USA

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
PO BOX 5309, BEND, OREGON 97708

April 19, 1990

In Reply Refer to
File No.:

Pat Davenport
41421 E. Larch Mountain Road
Corbett, OR 97019

RE: Sand Dune Stabilization, I-84

Jeanette Kloos asked that I respond to your letter concerning the sand dune.

I have attached a copy of a letter from former Governor Atiyeh that summarizes the events leading up to the decision to proceed with the stabilization of the dune. Also, a letter from the State Highway Division details the costs and volume of sand being removed.

The concerns you expressed were the same that faced the earlier Gorge Commission. It was ultimately decided that because the dune was advancing at a rate of 25-feet per year across I-84, it was irresponsible not to proceed with the stabilization and seeding.

Considerable public input was received prior to making this difficult decision.

Dale D Allen

Dale D. Allen, P.E.
Region Engineer

DA:mr

encl

cc: Jeanette Kloos
Barbara Bailey-Columbia Gorge Commission

bc: Don Forbes
Ken Husby
Chet Anderson

RECEIVED
STATE HWY ENGR
APR 23 '90
ASSIGNED TO
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE

Done [illegible]

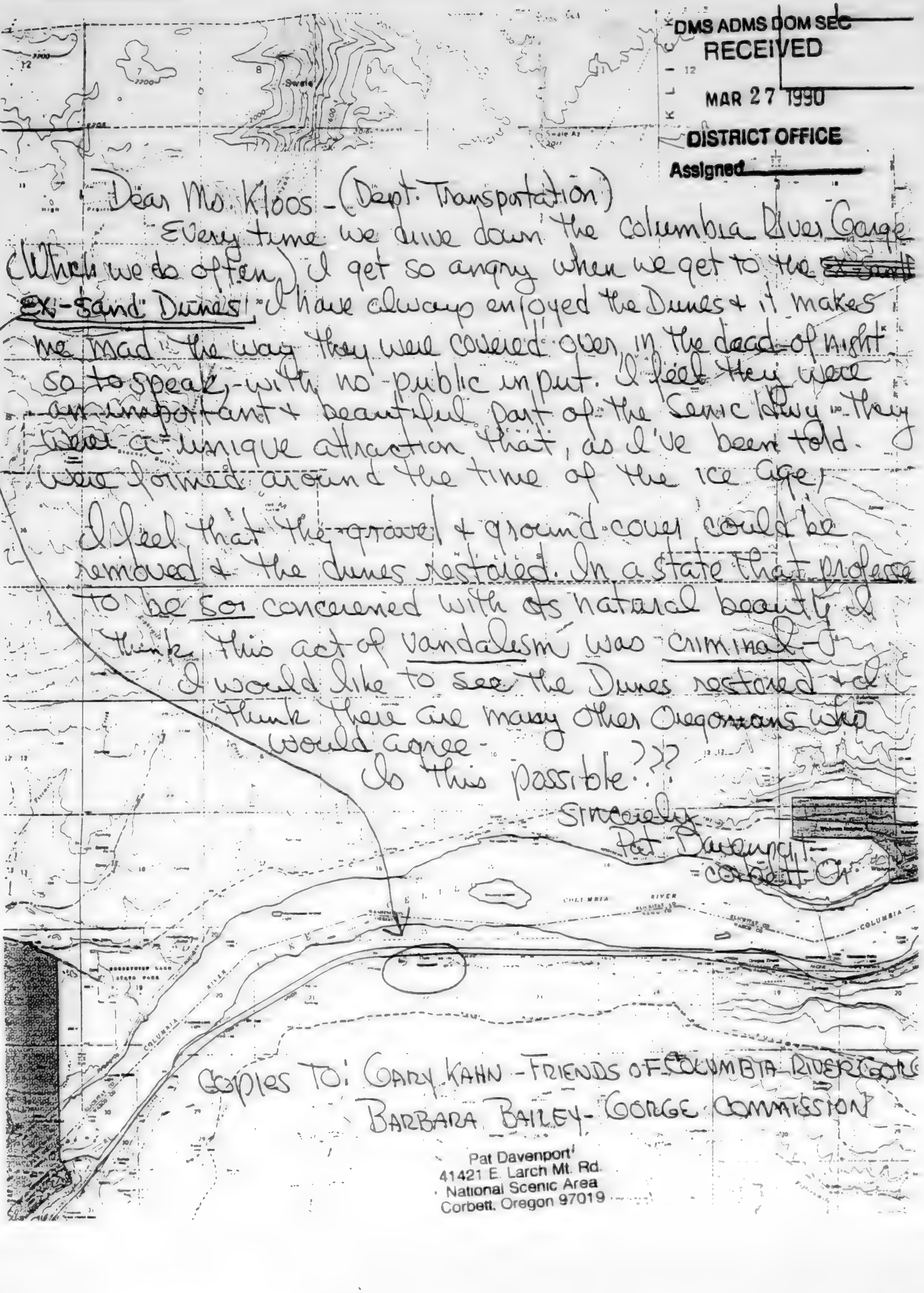
NOTED
KAREN RICE

GIVE 'EM A BRAKE
OREGON'S ROAD & UTILITY WORKERS

734-1827 (7-89)

AN EQUAL OPPORTUNITY EMPLOYER

DMS ADMS DOM SEC
RECEIVED
MAR 27 1990
DISTRICT OFFICE
Assigned



Dear Ms. Kloos - (Dept. Transportation)

Every time we drive down the Columbia River Gorge (Which we do often) I get so angry when we get to the ~~Ex-Sand~~ ex-"Sand" Dunes! I have always enjoyed the Dunes & it makes me mad the way they were covered over in the dead of night so to speak, - with no public input. I feel they were an important & beautiful part of the Senic Hwy - they were a unique attraction that, as I've been told - were formed around the time of the ice age;

I feel that the gravel & ground cover could be removed & the dunes restored. In a state that professes to be so concerned with its natural beauty I think this act of vandalism was criminal - I would like to see the Dunes restored & I think there are many other Oregonians who would agree -

Is this possible???

Sincerely
Pat Davenport
Corbett Or.

COPIES TO: GARY KAHN - FRIENDS OF COLUMBIA RIVER GORG
BARBARA BAILEY - GORGE COMMISSION

Pat Davenport
41421 E. Larch Mt. Rd.
National Scenic Area
Corbett, Oregon 97019

January 10, 1984

MAI

Mr. Robert J. Carson
Associate Professor of Geology
Whitman College
Walla Walla, WA 99362

Your recent letter made reference to an article which appeared in the December 1983 issue of Oregon Geology. Unfortunately, that article only touched upon some of the highlights concerning the sand dune stabilization work done near The Dalles.

The concerns, questions, and issues which you raised were the topics of many meetings involving the Columbia River Gorge Commissioners, Friends of the Gorge, geologists and numerous others looking for alternatives to the problem. The main problem was not one of a safety hazard to motorists as the article suggested. The safety hazard was to Union Pacific's main rail lines caused when the blowing sand created "frozen ballast." This condition greatly increased the likelihood of broken rails on this high speed passenger and freight line. The second problem was the actual cost to the public. In [illegible], [illegible] cubic yards of sand were removed at a cost of $[illegible].

From your letter it is apparent you are familiar with both the physics and history of the Columbia River sand dunes. One item that would be of interest to you is the fact that aerial photography of this location between 1954 and the present shows that the dune was moving at a uniform rate of [illegible] feet every [illegible] years. At this rate and moving in the northeasterly direction, the dune would have ended its journey in the Columbia River in the relatively short time of [illegible] to [illegible] years. Unfortunately, this path crossed both the eastbound and westbound lines of an interstate highway and Union Pacific's main rail line.

It was the consensus of those that met [illegible] to fill the background depression [illegible] was the most responsible action for a difficult problem.

[illegible] Schwartz, P.E.
Assistant State Highway Engineer
for Operations

[illegible]

cc: [illegible]
[illegible]

DEATH OF THE I-84 DUNE

Dear Sir:

Long before man arrived on the scene, the Cordilleran Ice Sheet advanced from Canada into the U.S., and alpine ice grew in the Cascades, the Rockies, and some ranges of the Blue Mountains. Much of the meltwater from these glaciers traveled down the mighty Columbia River to the Pacific. Some of the rock eroded by the glaciers was ground up and became suspended in the meltwater. In warm summers, the glaciers melted enough for sediment-laden water to roar along the Columbia. In cold winters, discharge from the glaciers was greatly reduced, the Columbia River shrank, and huge bars of sediment were exposed along the river. Fierce winds blew across these unvegetated river bars and deflated sediment from them. Much of the silt was transported far away to the Palouse Hills and elsewhere, to make soils famous for wheat production. The coarser sand could not be blown as far, and accumulated in dunes near the Columbia River. The beautiful dunes were a unique habitat in the Pacific Northwest.

And then came man. First he dammed the Columbia and the Snake and dozens of other rivers. Goodbye floods. Hello power. Goodbye whitewater. Goodbye scenery. Goodbye salmon. The Columbia River became the Columbia Reservoirs. The source areas for the dunes were inundated by the reservoirs. The small dunes became inactive; without a source of sand, they were vegetated. The large dune in the Columbia River Gorge survived; it was so large that it was its own supply of sand.

I think I have driven through the Columbia River Gorge in every kind of weather. I never considered blowing sand from the I-84 dune to be a serious hazard. My favorite place was not Multnomah Falls; it was the I-84 dune. My family and I played on that dune. My wife saw Celilo Falls when she was a child; she tells our children about the Indians fishing there. Perhaps I shall tell grandchildren about the I-84 dune. It was killed in 1983 by conspiracy of the Oregon State Highway Division, Warm Springs Agency, Wasco County Soil and Water Conservation District, and Union Pacific Railroad. Read all about it in the December 1983 issue of Oregon Geology, which contains a reprint from the July 4, 1983 Pacific Builder and Engineer.

It is as much a crime (against nature) to cover an active dune with aggregate, straw, seed, and fertilizer as it is for off-road vehicles to disturb the vegetation on an inactive dune. According to Oregon Geology, "The State Highway Department has estimated that by the year 1995 the annual cost of removing sand from the highway will be $100,000." How much was it in 1982? How much did the 1983 stabilization cost? Was a cost-benefit analysis made? Was an environmental impact statement written? According to the reprint, the I-84 dune was "believed to be the largest active sand dune in the Northwest." What was its potential for geology and ecology field trips? What was its potential for recreation? What was it worth to future generations? What alternatives were considered besides stabilization of the dune? I hope the stabilization attempt fails, and that by some geological or ecological miracle the I-84 dune is resurrected.

Sincerely,

RJCarson

Robert J. Carson
Associate Professor of Geology
Whitman College
Walla Walla WA 99362

RECEIVED
STATE HWY ENGR
DEC 27 '83
REFER TO
FOR
Info Inv R/D

RECEIVED
OT DIRECTOR
DEC 27 '83
REFER TO D. Aiken
FOR
✓

Whitman College
Walla Walla, Washington 99362

Division III: Basic Sciences & Mathematics
(509) 527-5224

14 Jan 84

Dear Mr. Schwartz:

Thank you very much for your letter of 11 Jan. I do not understand 'frozen ballast' in the rail lines; could you explain?

Also, you did not answer my question of how much the lime stabilization cost.

I've heard of a [illegible] train report "The Dalles Sand Dune, April 22, 1972" by your agency. Is it possible for me to get one

I appreciate your information about [illegible] understand [illegible] the beautiful [illegible] in [illegible] Columbia River Gorge, and [illegible] of the [illegible] migration in the [illegible] of [illegible]

Yours sincerely,

[illegible]

Assoc Prof of Geology

RECEIVED
STATE HWY ENGR
JAN 1[illegible] '84
REFER TO
D. Allen
FOR
Info ✓

9564

June 3, 1983

Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

CON 5
#9564

Gentlemen:

On May 25, 1983, we wrote to you concerning release of final payment on Contract No. 9564 awarded to Jim Hall Contracting for the Celilo Sand Stabilization Project on the Columbia River Highway In Wasco County.

Final payment on this contract is $1,000.55. The total contract amount is $91,674.65 including $4,707.25 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

rs

cc: Jim Hall Contracting
P.O. Box 618
Madras, OR 97741

bc: C. T. Measey
Walt Hart
Dale Allen

OREGON STATE HIGHWAY DIVISION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Celilo Sand Stabilization Project
WEEK ENDING: April 23, 1983
SECTION PREFIX: 633-1123
HIGHWAY: Columbia River
COUNTY: Wasco

NAME OF JOB: Celilo Sand Stabilization Project
KIND OF WORK: Sand Stabilization
CONTRACTOR: Jim Hall Contracting
CONTRACT NUMBER: 9564
FED. AID PRO. NO.: State
DATE OF CONTRACT: November 2, 1982
DATE WORK STARTED: December 6, 1982
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: February 28, 1983
PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $236,876.11
ENGINEERING AUTHORIZATION: $ 9,390.00
% OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $227,486.11
EST. COST OF COMPLETED PROJ. EXCLUSIVE OF ENGR.: $204,781.06
ENGINEERING COST TO DATE: $18,307.00
% OF CONTRACT COMPLETED BASED ON TOTAL AUTHOR.: 93
ESTIMATED PERCENTAGE: ~~OVERRUN~~
UNDERRUN: 10 %
PERCENT OF AUTHORIZATION: 195 %
DATE PROJECT WAS COMPLETED: February 28, 1983

ESTIMATED PERCENT COMPLETE (ROADWAY)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
N/A	N/A	N/A	N/A	N/A	N/A		

	ROCK BLANKET	SEEDING	FERTILIZER		
MILES IN PROJECT:					
MILES PARTIALLY COMPLETED:					
MILES COMPLETED:					
TOTAL ESTIMATED QUANTITIES (CONTRACT):	50 ACRE	2,250 LB	13,200 LB		
TOTAL QUANTITIES CORRECTED TO DATE:	33 ACRE	1,620 LB	14,147 LB		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE:	33 ACRE	1,620 LB	14,147 LB		
AVERAGE DAILY QUANTITIES:					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME:					
NUMBER OF SHIFTS PER DAY:					
HOURS PER SHIFT:					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.:
PERCENT:

DAY & DATE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	17	Sunny-warm			
MONDAY	18	Sunny-warm			
TUESDAY	19	Sunny-warm			
WEDNESDAY	20	Sunny-warm			
THURSDAY	21	Sunny-warm			
FRIDAY	22	Sunny-warm			
SATURDAY	23	Sunny-warm			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No work.
MONDAY 18	No work.
TUESDAY 19	No work.
WEDNESDAY 20	No work.
THURSDAY 21	No work.
FRIDAY 15	No work.
SATURDAY 16	No work.

REMARKS

This Week: The semi-final was submitted to Region 4 on April 21, 1983.

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******************************
*                            *
*     F   I   N   A   L      *
*                            *
*   R   E   P   O   R   T    *
*                            *
******************************
```

SIGNED W. Reid Meritt LOCATION The Dalles

W. Reid Meritt, Project Manager

CONSTRUCTION: BRIDGES: 4 REGION: FILE

IN REPLY REFER TO:
Land Operations

United States Department of the Interior
BUREAU OF INDIAN AFFAIRS
Warm Springs Agency
P. O. Box B
Warm Springs, OR 97761-0079

APR 7 1983

Re: Sand Dune

Mr. Dale D. Allen, Regional Engineer
Department of Transportation
P. O. Box 5309
Bend, Oregon 97701

Dear Mr. Allen:

We have watched with interest the progress of your contractor in spreading the crushed rock on the sand dunes near Celilo. We have also inspected the slope stabilization and seeding work along the highway which your personnel from The Dalles District have done. We also recently observed the transplanted shrubs, trees and grasses at the west end of the project.

The accomplishments have exceeded our expectations. We are confident that ample vegetation will soon become established to prevent further movement of sand.

We think the project will be of major benefit to the affected landowners. We plan to show the project to interested members of the Tribal Council at their convenience.

It has been our privilege to participate with you during the planning phases. We are pleased with work progress and manner of performance.

Sincerely,

Superintendent

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 12 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RCE [✓ RE] RCE PLA FAE
RTE RECEIVED GEO
RUE APR 8 [illegible] RDE
RSO REGION 4 BRE
ASSIGNED________

cc Hawkins
Schroeder
Schwartz

File: CON 5
9564

Celilo Sand Stabilization Project

Columbia River Highway

Wasco County State Project

Prefix No. 633-1123 Contract No. 9564

Contractor: Jim Hall Contracting

Project Manager's Weekly Narrative Report

March 18, 1983

**** FINAL REPORT ****

This contract is for seeding, fertilizing and construction of a rock blanket over approximately fifty (50) acres of the Celilo sand dunes adjacent to the southerly side of the Columbia River Highway (I-84) in the vicinity of mile post 92 (approximately 7 miles east of The Dalles, Oregon).

The material to be used in the construction of the blanket is a 2"-0 aggregate that was produced under a previous contract. The seeding is comprised of a variety of native grasses and other vegetation.

The contractor has completed his portion of the rock blanket, seeding and fertilizing of the sand dunes area as outline in the contract. He has also completed the "extra work" areas designated by the engineer. All of the contractor's equipment has been removed from the project site. The work was completed on February 28, 1983, within the time frame set by the contract.

The State Forces have completed placing the rock blanket material, seeding and fertilizing the areas along the highway. The only work left to be done by the State is the repair of the fence which will be completed next week.

For all intents and purposes, this project is complete. This is the final report.

W. Reid Meritt
W. Reid Meritt
Project Manager
3313 N. E. Frontage Road
The Dalles, Oregon 97058

NOTED
W. E. SCHWARTZ

WFM/hc

cc: Jeff Breckel
Rich Campbell
Carl Kaser
Doug Updike
Roy Welch
Grant Wilson
Dale Allen
Scott Coulter
Dick Hawkins
Joe Hay
R. VanCleave

RECEIVED
STATE HWY ENGR
MAR 21 '83
REFER TO
FOR
☒ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

7-1-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

CON

AGENDA
JAN 18 1983

DATE: Janaury 6, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Celilo Sand Stabilization Project
Columbia River Highway, Wasco County
Contract No. 9564

This State construction project is expected to be completed by February 28 and it appears that final cost will exceed the project authorization by $129,360.61 or 120.3 percent. This is not an overrun in the contractor work but an omission in the project authorization to cover anticipated expenditures.

The main item causing this overrun is the provision of the 2"-0 material in a stockpile for application by the contractor. The material was produced specifically for this project under Contract 9532, a State contract completed in December, 1982, and is currently charged to a maintenance holding account. Funds should have been authorized to transfer the material from the holding account to this project. This was an anticipated item for which funding was omitted from the project authorization. it amounts to $93,586.11.

The remainder of the overrun is $40,000 of seeding and mulching work to be performed by State forces on areas outside the area covered by the rock blanket. This work similarly was anticipated but did not get included in the project authorization.

I recommend that the authorization be increased by $129,360.61 to a new total of $236,876.11. This matter will be on the consent calendar for the January 18 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Dale Allen
George Bell

Form 734-3123

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: January 5, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Celilo Sand Stabilization Project
Columbia River Highway, Wasco County
Contract No. 9564

This State construction project is expected to be completed by February 28, 1983, and it appears that final costs will exceed the project authorization by $129,360.61 or 120.3 percent.

The main item causing this overrun is the provision of the 2"-0 material in a stockpile for application by the contractor. The material was produced specifically for this project under Contract 9532, a State contract completed in December, 1982, and is currently charged to a maintenance holding account. This is actually an anticipated item for which funding was omitted from the project authorization. It amounts to $93,586.11 of the overrun.

The remainder of the overrun is $40,000 of seeding and mulching work to be performed by State forces on areas outside the area covered by the rock blanket. This work similarly was anticipated but did not get included in the project authorization.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $129,360.61. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Dale Allen
W. Reid Meritt
R. D. Church
D. E. Swan

Contains Recycled Materials

I-84

To: Memo - to - the - Files

Walter Bartel
From: Walt Bartel
Asst. Project Manager

Re: Celilo Sand
Stabilization Project
Columbia River Highway
Wasco County
Contract No. 9564
Pre-Construction Conference

The pre-construction conference was held in the office of the Project Manager on November 30, 1982. The following people were in attendance:

Dean Elliott, Bureau of Indian Affairs
Jim Hall, Jim Hall Contracting
Roger Hart, Superintendant, Jim Hall Contracting
Dale Allen, Region Engineer, OSHD
Dick Hawkins, District Maintenance Supervisor, OSHD
Rolland Van Cleave, Region Geologist, OSHD
W. Reid Meritt, Project Manager, OSHD
Joe Hay, Agronomist OSHD
Merle Anderson, Landscape Engineer, OSHD
Walt Bartel, Asst. Project Manager, OSHD

The conference began at approximately 10:45 A.M., with a brief introduction of the agenda. The meeting began with Mr. Hall presenting and discussing the preliminary work schedule.

Work on the project will commence on December 6, 1982. Equipment will be moved onto the project, and the sand leveled as needed for access. The sand dune will be prepared completely, blending the slopes as flat as possible under the terms of the contract. Shaping the sand dune will be be performed by the use of a bulldozer, and possibly a scraper.

Application of the rock blanket will begin at the westerly end of the dune. The 2"-0 aggregate will be placed using a 11 c.y. capacity paddle-wheel scraper to an approximate depth of 3 inches. The project will be completed in 1 to 2 acre increments. The initial grass seed will be applied with the use of a hand held spreader or hydroseeder. The final application of the seed will be applied with a Cyclone 99AB spreader having a 100 pound capacity powered by a dune buggy or light weight traction vehicle.

Under the terms of the contract, all equipment shall be kept off the blanket except when operating on a developed haul or access road. By using a scraper to apply the rock blanket, the trailing wheels will drive over the rock blanket. A chain link fence drag leveling device will be used to smooth out any ruts left in the rock blanket. Mr. Hall was not as concerned about leveling wheel ruts in the prepared sand. According to the terms of the contract, the rounded sand surface shall be free of wheel ruts and other irregularities that would prevent the application of uniform coverage with the rock blanket. Should excessive rutting, in the opinion of the engineer, develope, alternate methods of construction may be required.

Mr. Dale Allen suggested the use of a roller to compact the prepared surface. Water sprinkled over the prepared work areas will also help set up the sand. Mr. Hall stated that the anticipated water source will be a pool located between the U.P.R.R. tracks and I-84. The water would be piped to an irrigation system either through a culvert beneath the railroad embankment, or through a steel pipe layed through the track bed rock, directly beneath the rails and between the ties. Railroad approval must be obtained. Mr. Elliott suggested using the spring to the southwest of the dune as a water source subject to the approval of the Agency and Mr. Carl Kaser. Mr. Hall is going to investigate possible use of this spring.

No subcontractors are anticipated on this project. The contractor will provide a letter listing material suppliers.

Several areas of the sand dune will be seeded, mulched, and planted by State Forces. Mr. Hall will be required to cooperate with the State Forces in the completion of their work. Mr. Joe Hay stated that the State Force work would probable be performed in February of 1983.

An access road will be necessary along the easterly portion of the north edge of the sand dune, directly above I-84. The access road must be developed to support the State equipment. The access road necessary along the north edge could tie into Mr. Hall's proposed perimeter access road along the south and west edges of the sand dune. Mr. Hall stated that if the sand could support his equipment, development of the perimeter access road would not be necessary.

Approximately 25,000 C.Y. of 2"-0 aggregate is anticipated under this contract for construction of the rock blanket. In the event more is required, it will be the contractor's responsibility to provide, at his expense, the material necessary to complete the project. An additional 1,500 C.Y. of 2"-0 aggregate is available in the stockpile.

The rock blanket application will be tested during construction by extracting a section of the blanket, checking the unit weight per square yard, and randomly measuring the depth to insure a minimum depth of 2.2 inches.

The grass seed will be pre-blended to the ingredients specified in the Special Provisions, and supplied in 45 pound bags. Mr. Allen stated the blending of the required grass seeds must be State inspected at the time produced. Mr. Hall agreed to notify the State prior to production to insure proper inspection. Mr. Hay requested that an additional 12 bags of blended grass seed be produced for use by State Forces. Certification of the grass seed blend by the supplier will also be required. Measurement and payment of the grass seed used by the contractor will be based on bag weights which contain specified proportions of various seeds.

The fertilizer will be produced in bulk, and stored in a storage hopper on the project. 380 pounds of fertilizer will produce the 40 pounds of nitrogen, 80 pounds of phosphorus, 120 pounds of potash, and 24 pounds of sulfur required per acre. Analysis and certification of the fertilizer will be required. Measurement and payment will be by the pound for the actual weights of nitrogen, phosphorus, potash, and sulfur based on weight and supplier's percentage analysis at the point of application. Mr. Hay requested that additional fertilizer in the amount required to fertilize 12 acres be furnished in bags for use by State Forces.

Mr. Hawkins stated that the State would probably purchase any excess quantities of seed and fertilizer available.

In regards to the safety provisions of the contract, it was brought to the contractor's attention that any inspector of the Occupational Safety and Health Administration (OSHA) or the Accident Prevention Division of the Oregon Worker's Compensation Department shall be admitted to the project without delay and without the presentation of a inspection warrant.

The Minority Business Enterprise goal assigned to this contract is 0%. A 0% MBE goal does not relieve the contract participants of their commitment to the MBE Policy Statement. This means that the contractor has agreed ,by signing the contract, to ensure that minority business interprises have the maximum opportunity to compete for and perform contracts or supply materials and equipment.

A minimum of 1 payroll per month was requested. Public Works Contractor Wage Determination (form 124 RE-1) must be submitted before the first progress payment and once before the final payment is authorized. Also, a wage certification will be required whenever a craft is added or the wage rates change.

The pre-contruction conference concluded at approximately 12:15 P.M. State and contractor personnel viewed the sand dune after lunch, reviewing the progress of the current rock production contract.

cc: Jim Hall
Roger Hart
Dean Elliott
Dale Allen
Dick Hawkins
Rolland Van Cleave
Joe Hay
Merle Anderson
Construction

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1982
ROAD DESIGN
SECTION

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: December 6, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Celilo Sand Stabilization Project
Columbia River Highway
Wasco County
ODOT Agreement No. RR-1110

RAILROAD COMPANIES
FILE No. ____________

Attached for your files is a fully-executed copy of an agreement with the Union Pacific Railroad Company regarding a cooperative project to eliminate the shifting sand problem on I-84 east of the Dalles.

RDT/llr
Attachment

Contains Recycled Materials

I-84

STATE OF OREGON

INTEROFFICE MEMO

TO: Reid Meritt
Project Manager

DATE: September 30, 1982

FROM: Dale D. Allen
Dale D. Allen
Region Engineer

SUBJECT: Pre-bid meeting, [illegible] Art Bell cb
The Dalles Sand Dune

1 Versteeg ✓
Anderson
2 Adams
Olson
3 Sullivan
Terpin

RECEIVED
OCT 4 1982
ROAD DESIGN SECTION

Do Not File
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Action

The attached packet of information will be available at the pre-bid conference for prespective bidders. If this information is provided to interested contractors prior to the pre-bid conference October 18, it must be emphasized that the data is "Informational Only" and in no way modifies or alters the actual contract plans and specifications.

Enclosed are:

- Possible Placing Methods, 2 pages
- Photos (placing and seeding), 1 page-4 photos
- Aerial Photo of Dune, 2 - 8x10 photos
- February 9, 1982 letter from Washington DOT Project Engineer
- March 17, 1982 letter for Oregon DOT Equipment Specialist
- June 15, 1982 letter from Governor Atiyeh

DA:mr

encl: 20 packets

cc: Hawkins, w/encl
Hunter "
Keasey "
VanCleave "

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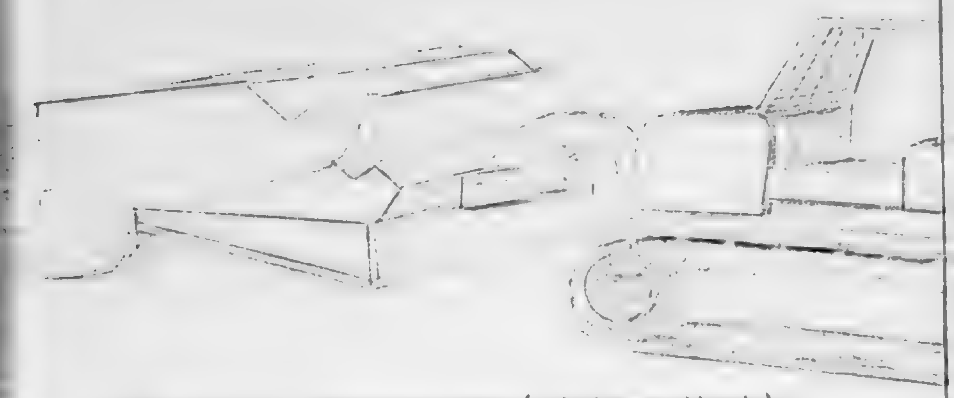
TECHNICAL SERVICES
OCT 4 '82
REFER TO
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

THE DALLES SAND DUNE

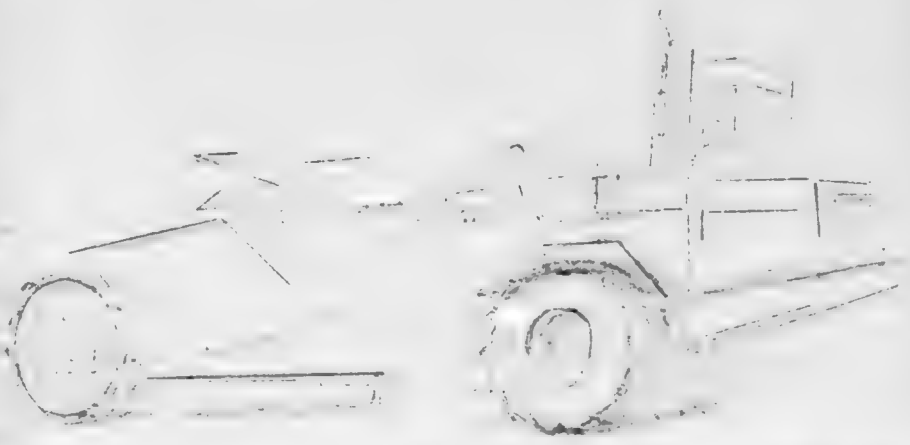
During the development of this project numerous methods of spreading a thin layer of crushed aggregate over a sand surface were brought to our attention. Some were actually used; others were concepts. The sketches below summarize these methods and may deserve consideration by contractors preparing bids for this work.

Cat and Small Can



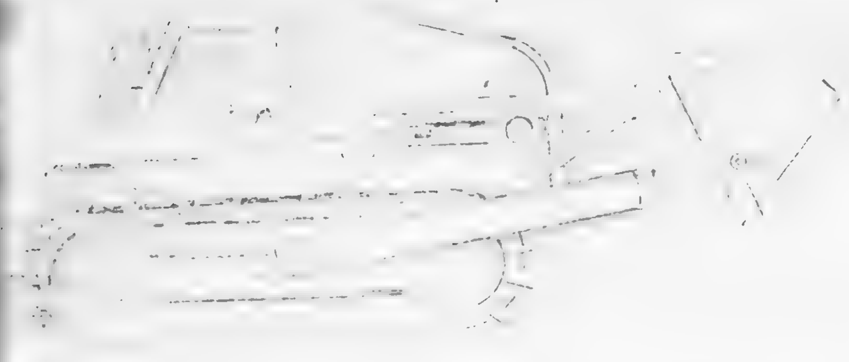
Has been used on sand (Highway Work)

Paddlewheel Scraper



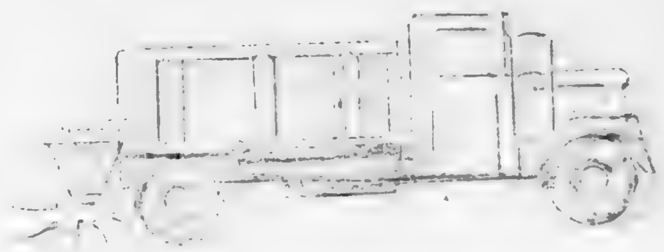
Used successfully for mineral blanket work on highway cuts 4:1 and flatter (Plymouth, Wn.)

Dozer with Chip Spreader on Dozer



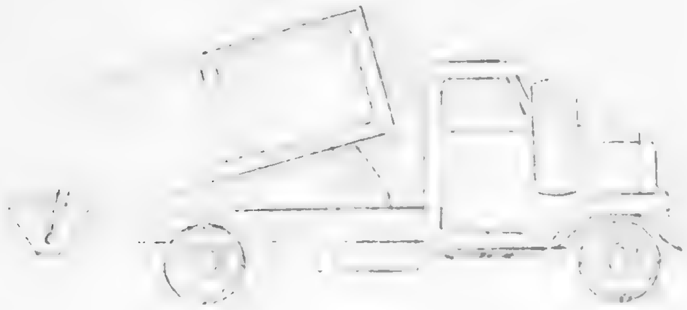
Used at Plymouth, Wn., on 2:1 slopes.

Truck Hopper Sander W/Oversize Tires
(All Wheel Drive)



Suggested concept.

Truck W/Tail Gate Chip Spreader
(All Wheel Drive)



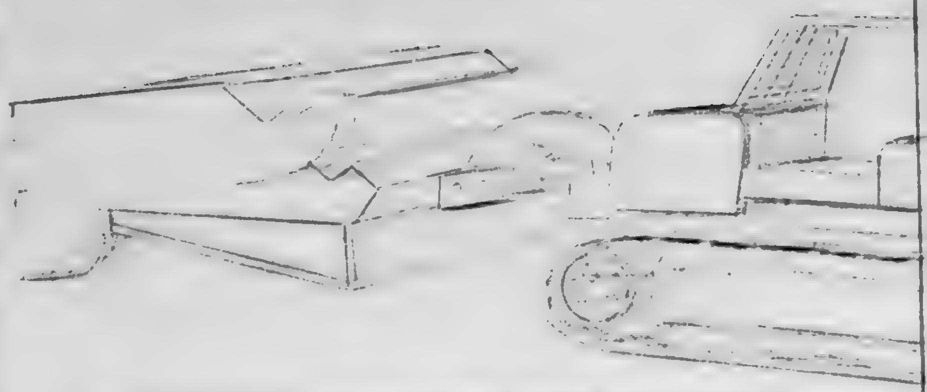
Suggested Concept.

Grade All-Dragline and/or Clamshell

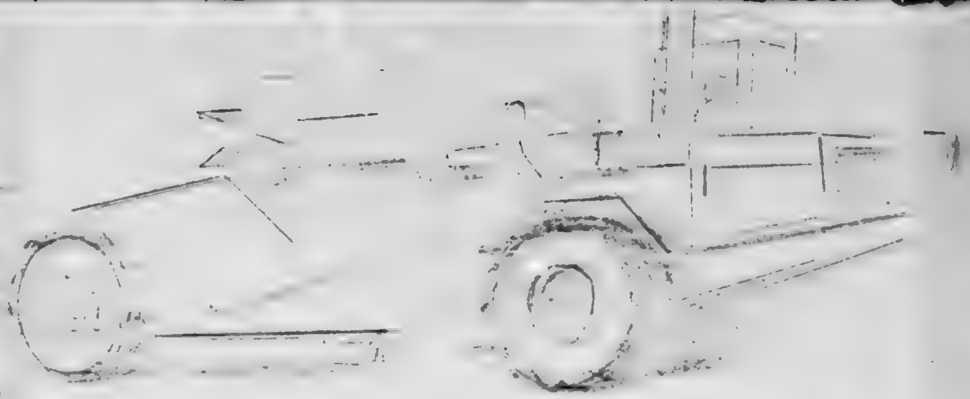
Suggested concept.

High Lead W/Bucket

Wide Track Dozer Pulling Chip Spreader



Has been used on sand (Highway Work)



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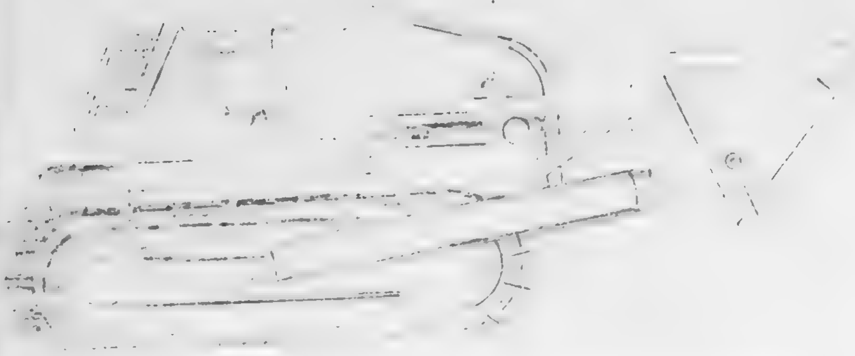
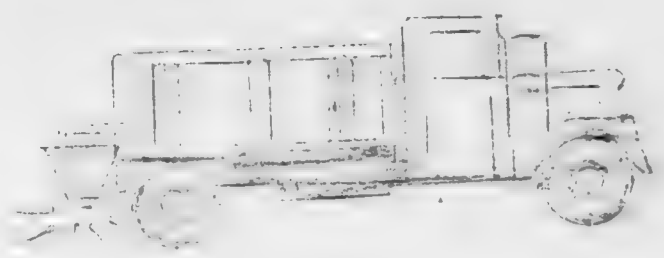
Dozer with Chip Spreader on Dozer



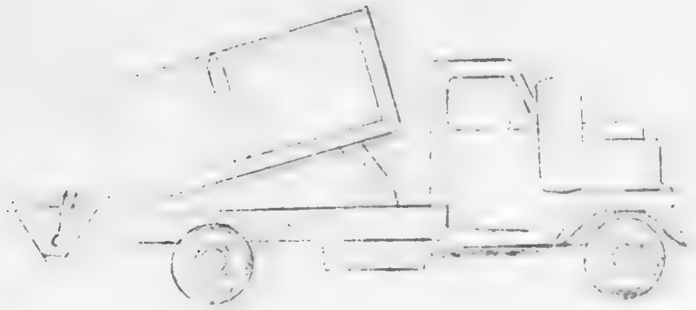
Used at Plymouth, Wn., on 2:1 slopes.

Truck Hopper Sander W/Oversize Tires
(All Wheel Drive)



Suggested concept.

Truck W/Tail Gate Chip Spreader
(All Wheel Drive)

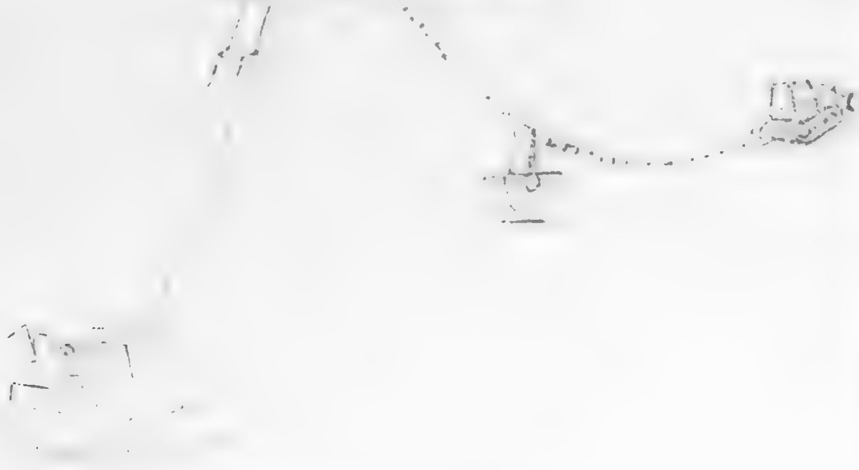


Suggested Concept.

Grade-All-Dragline and/or Clamshell

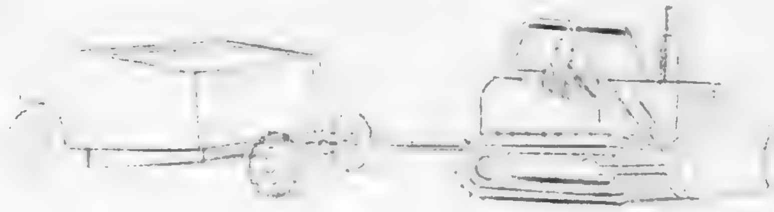
Suggested concept.

High Lead W/Bucket



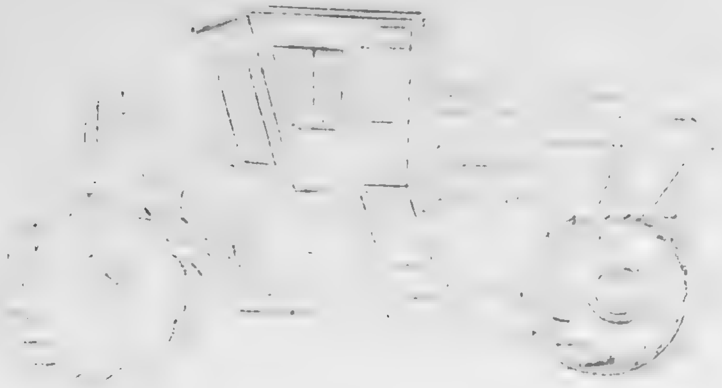
Suggested concept.

Wide Track Dozer Pulling Chip Spreader



Skid or wheel mounted hopper; suggested concept.

Balloon Tire Fertilizer Spreader, Used in Valley



Suggested concept.

Dump Trucks Spreading W/Dozer

Limited experimenting indicates this method would not comply with placing specification without compaction of surface.

Concrete Pump Attached to Telescoping Boom Crane W/Water Aggregate Mixture

Suggested concept.

Aggregate Auger (Similar to Wheat Auger)

Some type of equipment has been used in Washington to place cinders on slopes for landscaping.

Swinging Conveyor Belt

Suggested concept.

Loader W/Chip Spreader on Bucket

Concept.

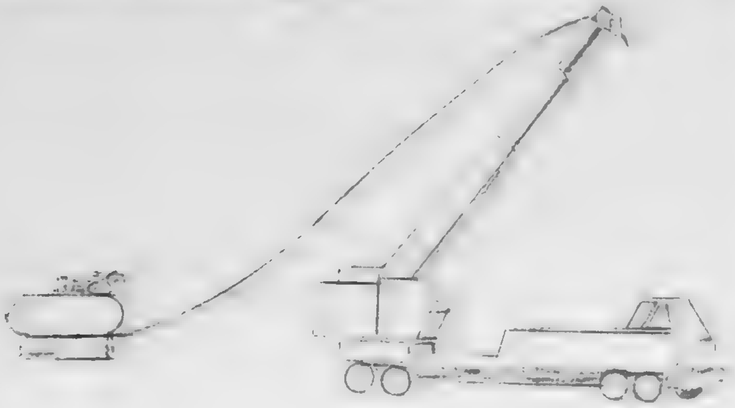
Pioneer Slinger - Short, High-Speed Conveyor Belt

Concrete Truck
(no picture)

Suggested concept.

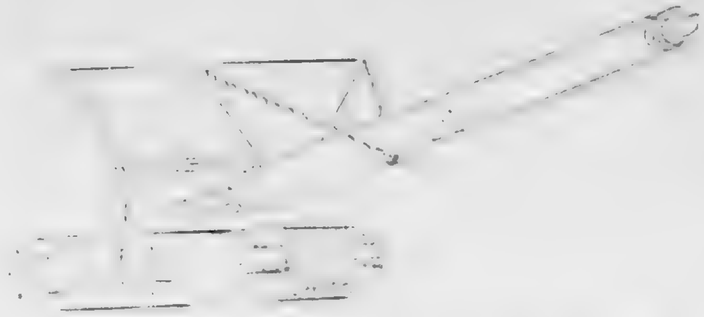
Limited experimenting indicates this method would not comply with placing specification without compaction of surface.

Concrete Pump Attached to Telescoping Boom Crane W/Water Aggregate Mixture



Suggested concept.

Aggregate Auger (Similar to Wheat Auger)



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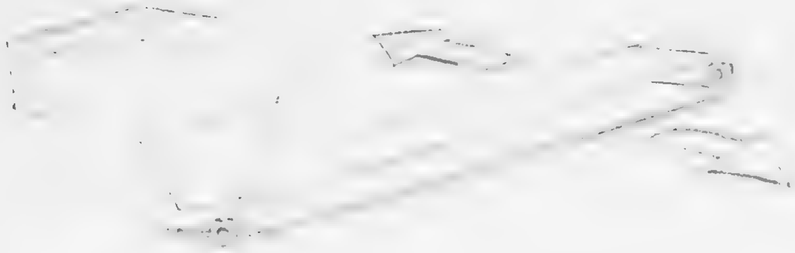
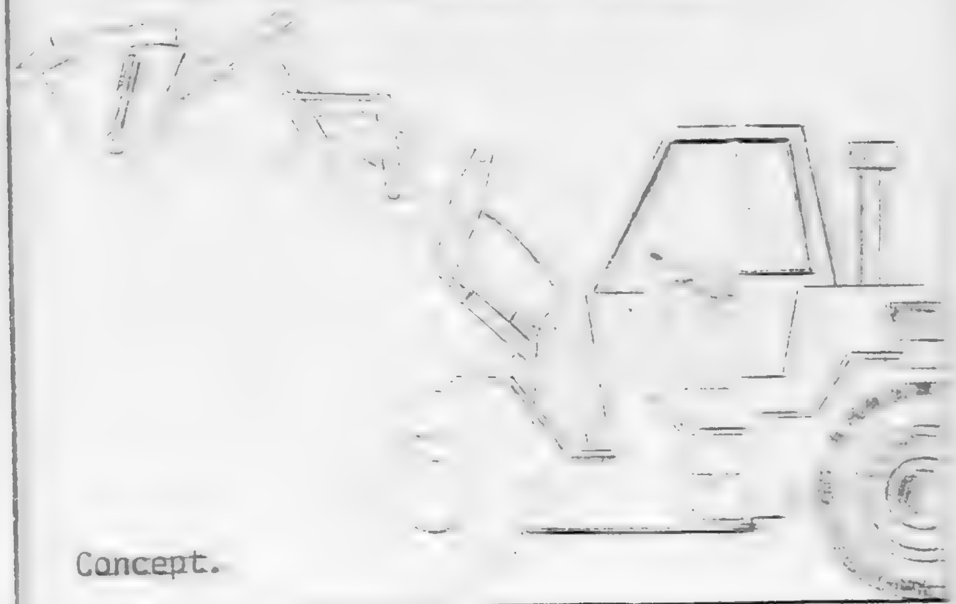
Swinging Conveyor Belt



Suggested concept.

Loader W/Chip Spreader on Bucket



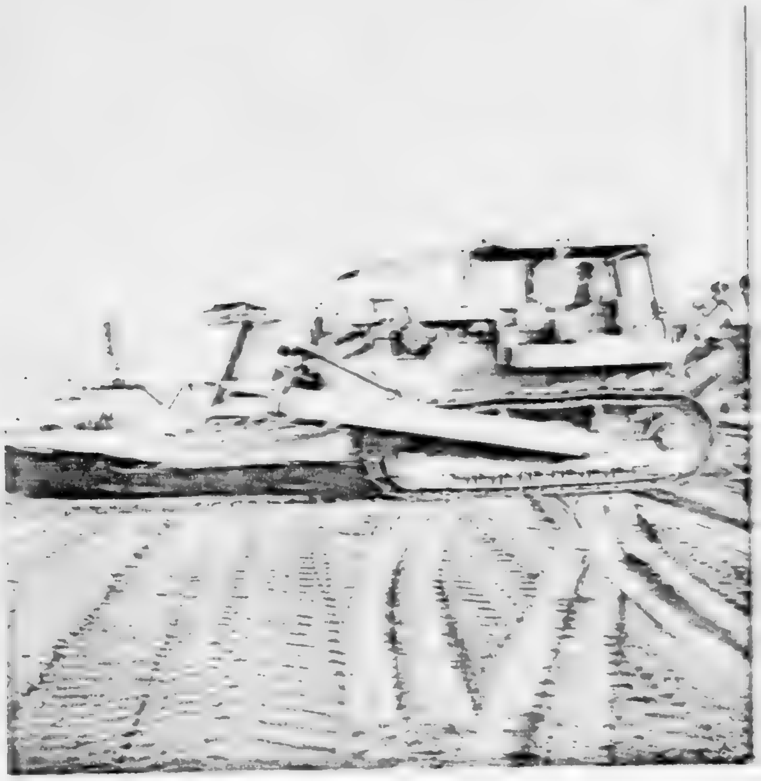
Concept.

Pioneer STinger - Short, High-Speed Conveyor Belt

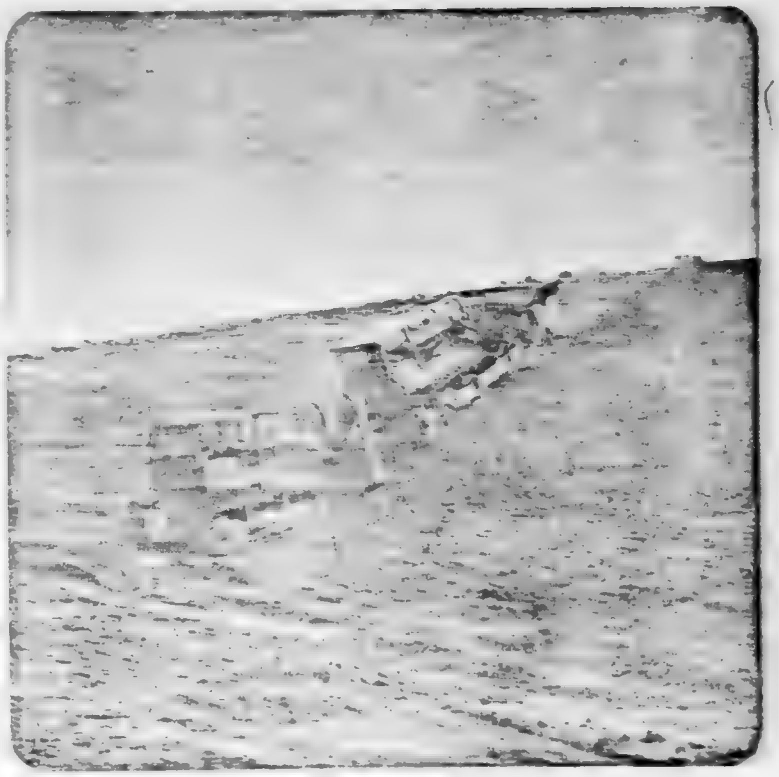
Reportedly such conveyor is available and can throw aggregate 20-25 feet.

Concrete Truck
(no picture)

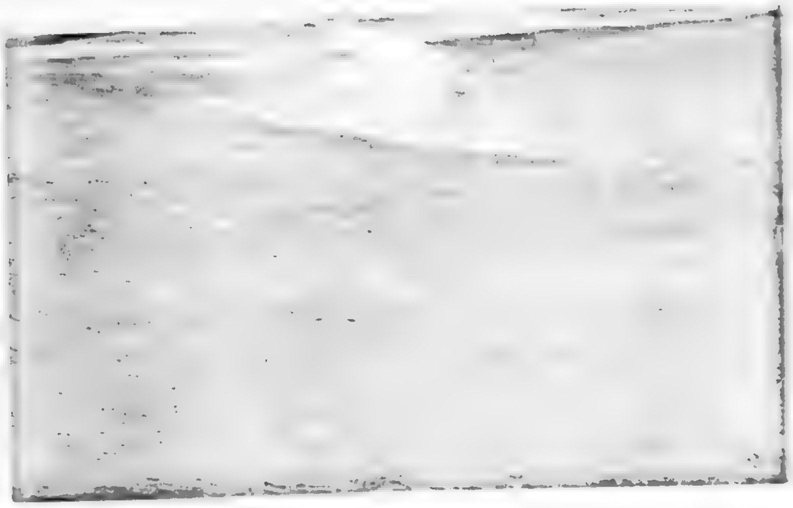
Pictures from Washington
Project 1980/81
Sand Stabilization

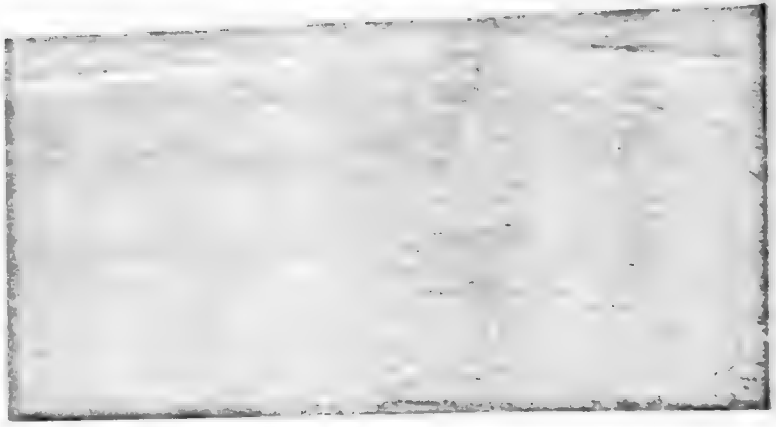


Rake spreader [illegible] used on [illegible] slopes.



To avoid digging up slope at bottom, [illegible] pushed up [illegible] bottom. Depth of rake 1-2'.





JOHN SPELLMAN
Governor

DUANE BERENTSON
Secretary

STATE OF WASHINGTON
DEPARTMENT OF TRANSPORTATION
Office of District Administrator • 2809 N. Main St., Union Gap, P.O. Box 52 • Yakima, Washington 98907

February 9, 1982

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE FEB 11 1982 RDE
RSO REGION 4 RBE
ASSIGNED____________

Gerald E. Smith
Project Engineer
P.O. Box 2970
Pasco, WA. 99302

Department of Transportation
P.O. Box 5309
Bend Oregon 97708

Attention: Dale Allen

Re: Slope Protection Material
I-82 Plymouth, WA.

Dear Mr. Allen:

In response to your request for information on the slope protection material on our Plymouth project I have assembled the attached specifications and photos. As you know, we utilized this material to protect most of our slope from continuous wind erosion. The rock slope protection material was placed first and then the seed and fertilizer were placed with a hydro-seeder.

We wanted to place the slope protection about one rock deep, approximately 1 1/2 inch. On a neat line measure this would be about 200 pounds/square yard. In reality it took twice this amount because of loss in the sandy slopes and depth control being very difficult at best. We covered this contingency by merely paying by the square yard in place; it was the contractor's responsibility to make sure he crushed enough material.

Placement was by one of these methods:

1. Using the spreader box Steelman-Duff designed for the blade of a dozer.
2. Using a scraper by dumping with the gate just open, can up, and pushing material out the gate.
3. Dumping over the slope from the top and blading down.

In all cases some hand work was needed.

cont.

The best method was the scraper. A good operator could lay the rock almost one deep. This method had the least handwork. Steep slopes could not be done this way.

Next best was dumping over the top of the slope and blading the material out. This too was limited to flatter slopes.

The dozer-spreader box combination worked well but was slow and tended to mar the slopes, particularily at the bottom. On very steep slopes (2:1) this was the only way to get the job done safely.

Please feel free to call if you have any further questions.

Very truly yours,

Gerald E. Smith

GERALD E. SMITH
Project Engineer

GES:sle
Attach.

MAI 7-14

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert W. Kuenzli
Equipment Superintendent

DATE: March 17, 1982

FROM: Tom Starr Tom Starr
Mechanical Specialist

SUBJECT: Equipment for Sand Dune Stabilization.

The method to be used to stabilize the sand dunes is to spread a thin layer of gravel on the surface and then seeding them with some type of ground cover. The spreading of a thin layer of gravel over the sand presents some special problems for the equipment to be used. First, the equipment should not have a ground pressure of more than five pounds per square inch (5 psi), preferably less. Second, the equipment needs to be able to carry or tow a minimum of five cubic yards of gravel up a 30% grade at a reasonable speed. The third area of concern for the equipment is the abrasive environment presented by the sand.

The equipment considered for moving the gravel across the sand dunes is shown in Table I.

TABLE I

Type of Equip.	Ground Pressure	Method of Transport	Remarks	Vendor Contacted
All wheel drive tractor with duals	10 psi	Tow	Ground pressure too high *w/ dry sand	John Deere Dan Dresser 370-8387
All wheel drive tractor w/high flotation tires	2-4 psi	Will carry 1500' lbs., side walls do allow for towing	Limited Capacity	Rears Mfg. Mr. Rears 1-800-547-8925
Bulldozer, Wide Track	5 psi	Tow, 5-7 mph	Slow	John Deere
Bombardier, B-15	4 psi	Carry to 10 yds.	18 mph	None

Table I shows that the rubber-tired units are not as suited for the task as a track-type vehicle.

The track vehicles each have their advantages. The Bulldozer is a readily available unit and possibly more suited for the sandy environment, but would require a slightly more complex spreader unit to be developed. The Bombardier on the other hand is faster, but is not readily available and would likely cost more.

9564.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
Post Office Box 5309, Bend, OR 97708

In Reply Refer to
File No.:

September 21, 1982

TO: Interested Parties
Sand Dune Stabilization

Gentlemen:

Enclosed for your information is the first weekly report showing status of the stabilization work.

The contract work will be done in two phases. The initial contract (phase one), calls for crushing and stockpiling the necessary aggregate for the mineral blanket. Bids for the phase two contract, to place the aggregate, seed and fertilize, will be received October 28.

Between now and the completion of both contracts you will receive these weekly reports. If you have any questions, please do not hesitate to contact Reid Meritt, myself, or Dick Hawkins.

Yours very truly,

Dale D Allen

Dale D. Allen
Region Engineer

DDA:pw

Enclosure

RECEIVED
STATE HWY ENGR
SEP 22 '82
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

Celilo Rock Production

Columbia River Highway

Wasco County Prefix No. 633-8325

Contract No. 9532 State Project

Project Manager's Weekly Narrative Report

September 17, 1982

This contract is for the production and stockpiling of 25,000 cubic yards of 2"-0 aggregate for future use. This aggregate is to be used as a rock blanket covering the sand dunes adjacent to the southerly side of the Columbia River Highway (I-84) in the vicinity of mile post 92 (approximately 7 miles east of The Dalles, Oregon).

The following listed bids for this project were received by the Highway Division of the Oregon Department of Transportation on August 26, 1982:

Ameada Mining & Const. Co., Inc.	The Dalles	$ 81,000.00
E. H. Itschner Co.	Molalla	116,250.00
R. J. Taggart Const. Co., Inc.	Salem	120,750.00
Rockline, Inc.	The Dalles	145,000.00
J. Arlie Bryant, Inc.	The Dalles	147,500.00

The Oregon Department of Transportation Commission awarded the contract to the low bidder, Ameada Mining & Construction Co., Inc., on August 31, 1982.

An on-site preconstruction conference was held at 2:00 PM, Wednesday, September 8, 1982, with representatives of the Highway Division and the contractor is attendance.

At the preconstruction conference the contractor advised that he planned to use the rock outcrop located in the vicinity of the southwesterly corner of the dunes, which was provided as a prospective source in the contract, as the source of material to be used in production of the 2"-0 Aggregate In Stockpile. The contractor advised that his preliminary schedule of operations was to begin with the removal of overburden from the quarry site and to begin drilling operations in the quarry site the following day. He anticipated that it would take two to three weeks to remove the overburden, drill and shoot the quarry and to prepare sites for the crushing plant and stockpiles. Production and stockpiling of aggregate is scheduled to begin approximately October 1, 1982, and will require about three more weeks for completion. He also advised that the work shift would be during early daylight hours in an attempt to avoid predominant heavier winds and drifting sand during the afternoon daylight hours.

During the on-site preconstruction conference the following contract requirements and topics were discussed with the contractor:

1).....All operations are to be confined to within the parimeter of active sand dune area with no disturbance outside of this area.

2).....The quarry and work area boundries were discussed and delineated.

3).....Permissible slopes within the quarry and work areas and the reclamation of same after completion of aggregate production.

4).....The contractor is required to maintain the access road which will remain in place at the completion of the project.

5).....The fence gate on the access road is to be kept closed.

6).....The possibility that prior to completion State Forces would use some of the produced aggregate to place a rock blanket on limited areas of the sand dune for display to prospective bidders on the future contract for the construction of the rock blanket on the dunes.

The contractor worked September 9 and 10, 1982, on removal of overburden from and drilling of the quarry site.

W. Reid Meritt
W. Reid Meritt
Project Manager
3313 N. E. Frontage Road
The Dalles, Oregon 97058

WRM/hc

cc: Ray Welch
Doug Updike
Grant Wilson
Rich Cambell
Jeff Dreckel
Carl Kaser
Dick Hawkins
[illegible] Hay
Scott Coulter

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Bothman
Asst. State Highway Engineer

DATE: June 23, 1982

FROM: Dale D. Allen
Region Engineer

Dale D. Allen

SUBJECT: Celilo Sand Stabilization

Under separate cover to Design we are submitting the location data to perform the sand stabilization work at The Dalles. The project is presently shown on the September 23 letting (est. 310,000).

The purpose of this letter is to request that the project be programmed for two separate contracts on specific letting dates. First, the "Celilo Rock Production" scheduled for August 26, (est. $100,000), followed by a "Celilo Sand Stabilization" scheduled for October 28 (est. $175,000). Both will be State funding.

The reason for this request is that the timing will be quite critical in insuring good germination and growth by next spring. We are also going to require a pre-bid conference on the second contract to insure the contractor understands the sensitifity of the work.

The first contract merely produces and stockpiles the aggregate. The second contract will place the "mineral blanket" and seed.

If you approve, please schedule the contracts accordingly and request that the design and specifications are prepared by those dates.

DA:mr

cc: VanCleave
Hawkins
Versteeg

Hunter:
Suggest specific
timing work under
single contract.
Bothman

[illegible]

7564

I-84

STATE OF OREGON

INTEROFFICE MEMO

[illegible]

TO: J. H. Versteeg
Road Design

DATE: July 6, 1982

FROM: Dale D. Allen
Region Engineer

SUBJECT: Memorandum of Understanding
The Dalles Sand Dune

Enclosed is a copy of Memorandum of Understanding in which paragraph 6 allows the Highway Division access to the property and permission to mine aggregate.

This agreement is less than our usual permit of entry or construction easement, but was discussed with Scott Coulter and we agreed that considering the complexity of the right of way, it was our only option.

If there are any questions, please call. Also attached is Wasco County approval of the project.

DA:mr

encl

Jack please advise

[illegible]

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1982
ROAD DESIGN SECTION

WASCO COUNTY PLANNING OFFICE

1721 W. 10th STREET THE DALLES, OREGON 97058

DANIEL C. DUROW, Director of Planning PHONE: (503) 298-5169

June 28, 1982

Richard S. Hawkins,
District Engineer
State Highway Division
3313 N.E. Frontage Rd.
The Dalles, OR 97058

JUL 2 1982

Ref: Sand Dunes, M.P. 92.5, I-84

Dear Mr. Hawkins:

This office has made a thorough review of your request for an exception to operate a rock crusher on a new pit site in an "A-1 (80)" Exclusive Farm Use zone and within the Columbia River Gorge scenic area. As outlined in your letter dated January 25, 1982, the use of the crusher to mine mineral aggregate would be temporary, taking approximately fifty (50) work days to complete. The site itself would not be visible from the highway and would be reclaimed after work has ended. The purpose of this work is to stabilize the sand dunes using a 3 or 4 inch layer of crushed rock. The dunes currently are causing considerable maintenance and safety problems for the freeway and railroad in that area.

Section 8.120 of the Wasco County Zoning Ordinance requires that the following circumstances exist before an exception can be granted by the Director of Planning:

(1) *The proposed use is consistent with the Wasco County Comprehensive Plan.*

Findings: Pertinent Policies Are;

(a) Policy 2.A. of Goal 5, Open Space, Scenic and Historic Areas and Natural Resources. "After rock pits are exhausted, the site shall be contoured to reduce visual impacts. This provision shall be required when the County Planning Commission grants the permit for a new site."

[Conclusion: As per the Department of Transportation letter dated January 25, 1982, the quarry site will be restored as near as possible to the original contour of the area.]

(b) Policy 2.F. of Goal 5.
"There shall be no new surface mining sites or the expansion of existing sites within the Columbia Gorge as defined by Oregon Revised Statute 390.460 and the Columbia River Gorge Commission except in areas not clearly and readily visible from Washington Highway 14, I-84, and the Columbia River."

[Conclusion: The information provided does indicate that the site will not be visible as required in the plan.]

(2) *The proposed use would serve an immediate public need.*

Findings: The dune is increasing in size with current costs to keep the sand off the highway reaching $15,000.00 per year and expected to increase significantly in the future.

The dunes are causing a safety problem on the highway with blowing and drifting sand and for the railroad as sand fills the stone ballast beneath the tracks.

(3) *There is inadequate time available for a review of the use by the Planning Commission through normal procedures, and delays would impair project implementation or pose hazards to property or public health safety or welfare.*

Findings: The hazards to property and public health, safety and welfare have already been established. Delays would impair project implementation because of the funding situation at the State level and with the railroad, and because the construction season has already begun.

Based upon the preceding findings and additional information provided, the exception is hereby granted under the terms outlined in your January 25, 1982 letter and in the "Memorandum of Understanding" among the Department of Transportation, Warm Springs Bureau of Indian Affairs, Union Pacific Railroad Company and the Wasco County Soil and Water Conservation District.

If you have any questions or need additional information, please advise.

Please keep me informed of the progress made toward implementing the project. I would also like to be present at any on-site meetings during project work.

Sincerely yours,

Dan Durow

Dan Durow
Director of Planning

cc: Mr. Dale Allen,
Region Engineer
Oregon D.O.T.

Wasco County Court

DD/dm

9564

✓

June 15, 1982

Nancy N. Russell
P.O. Box 40820
Portland, OR 97240

Last fall, at the urging of your organization, the Oregon and Washington Columbia River Gorge Commissions, and others, the dune stabilization work was delayed for one year to allow time to study alternatives and develop specific details for the proposed work.

During this period the Gorge Commission, at public hearing, requested input and ideas from all interested parties. Considerable information was received, reviewed, and where possible incorporated into the final plan.

During this study period the Gorge Commissions were kept informed by meetings, and field trips to inspect past stabilization work, and copies of research were made available. The Commissions acted as a clearing house for public input, and were assured by the four agencies involved in the project that no work would be undertaken that they did not support.

In May, the Commissions, by 9 to 1, voted to approve the proposed stabilization plan. This was a hard decision for their groups, and was described by some members as perhaps one of their most difficult judgments in recent years. After reviewing all the data, they did, however, conclude that it would be irresponsible to the public not to take this action.

My staff was kept informed as the project developed, and I must support the Gorge Commission's decision.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc Hwy

cy Dale [illegible]
6-18-82

RECEIVED
STATE HWY ENGR
JUN 18 '82
REFER TO

FOR

Info	Inves	R/D	D R	Sign	Act	File

FRIENDS OF THE COLUMBIA GORGE

RECEIVED
MAY 25 1982
Governor's Office

P.O. Box 40820
Portland, Oregon 97240
(503) 241-3762

May 24, 1982

The Honorable Vic Atiyeh
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

At the Friends of the Columbia Gorge Board Meeting on May 18, we discussed the State Highway Department's plan to cover the sand dune east of The Dalles.

I am writing to express the sadness of the Friends of the Gorge in learning of the Highway Department's intention of covering the dune with rock and planting it with non-native species of plants. This area of wonderful beauty was listed as a "critical area" in the 1981 Park Service Study. It is tragic to obliterate the feature at this time. That dune has been there from prehistoric times. It should remain intact until the larger issue of national designation and unified management for the Gorge is resolved.

The dune has an exceedingly high recreational value. Picnickers and hikers use it constantly. It is easily accessible and can be used at all times of the year--when higher areas are under snow. The views from the dune are magnificent and it is surrounded with beautiful wildflowers at this time of the year.

These special features of the Columbia Gorge such as this dune have an economic value when considering the growth of tourism in the area.

We feel that with the national designation and the resulting growth of the tourist industry there will be much more overall interest in preserving distinctive and beautiful features.

Dr. Gilbert T. (Tom) Benson, a grandson of Simon Benson, is Professor of Geology at Portland State University and Head, Earth Sciences Department, PSU. Tom Benson takes his classes each year in the Gorge to study geology. He is searching out an appropriate graduate student to study other approaches to the dunes problem for Friends of the Columbia Gorge. We hope that you will halt action until the evidence developed by the geologist can be considered.

If you or your staff would be personally interested in seeing this area, I would be more than pleased to show it to you.

Sincerely,

Nancy Russell

Nancy N. Russell

P.S. Pacific Northwest magazine chose a photograph of the dunes for their issue on the Gorge, published last year.

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO

TO: Dale Allen
Region 4 Engineer

DATE: June 1, 1982

1 Versteeg
3 Anderson
2 Adams
Olson
RW Copy Sullivan
Terpin

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

SUBJECT: Seeding Estimates for The Dalles
Sand Dunes

Attached are tabulation sheets showing detailed estimates for seeding, mulching and other vegetation establishment practices for The Dalles Sand Dune as per your request. You will note that these sheets are actually titled Celilo Sand Stabilization Project to correspond with the map showing the various treatment areas that was prepared by Merle Anderson.

For Area 1, the low estimate is figured on helicopter seeding and fertilizing with one move-in. The high estimate is figured with two move-ins.

The low estimate for Area 2 is figured using State Forces with a rented mulcher, two ton truck, and operator. The seed and fertilizer application is designed so that half the seed and fertilizer would be applied before the mulch is applied and the other half will be applied after the mulch has been punched in. The high estimate is based on a contractor doing the seeding and mulching and rolling the straw with the State furnishing the grass seed, fertilizer and sheepsfoot roller.

For Area 3, the high estimate is based on State Forces doing the entire job. The low estimate is $425 less and is based on work by others for all operations except mulching.

The high estimate for Area 4 is again based on all operations being performed by State Forces. The low estimate which is $1,602 less is based on work by others for laying the wire netting and planting the Volga Wild Rye Grass. It is possible that Volga Wild Rye Grass will not be needed in this area after the mulch has been covered with netting.

High estimates for both Areas 5 and 6 are based on work by State Forces. The low estimates are based on all of the work being performed by others with the plant materials being furnished by the State.

REFERRED TO

Using the low estimates for Areas 1 and 2 and the high estimates (work by State Forces) for Areas 3 through 6, the total cost of seeding, fertilizing, mulching and planting would be $29,987. Low estimates for all six areas total $26,746 and high estimates total $34,914.

Joe Hay

Joe Hay
Agronomist

JH:ji sv

Attachments

TABULATION SHEE

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEE

CELILO SAND STABILIZATION PROJ.

Area #1 Approx. 45 Acres
Low Estimate (One Move In)

ACTIVITY	DESCRIPTION	UNIT	UNIT COST	TOTAL UNITS	TOTAL COST
SEEDING					
QUIPMENT	Helicopter	Acres	40	45 Ac.	1,800
ATERIALS	45 lbs./Acre Specified seed mix	Lbs.	4.60	2025#	9,315
ABOR	Included in equipment cost				
				TOTAL	$11,115
FERTILIZING					
QUIPMENT	Helicopter	Acres	40	45 Ac.	1,800
ATERIALS	400 lbs./ Acre Specified fertilizer	Acre	60	45 Ac.	2,700
ABOR	Included in equipment cost				
				TOTAL	$ 4,500
			Low Estimate GRAND	TOTAL	$15,615
EQUIPMENT					
MATERIALS					
LABOR					
SEEDING	High Estimate (Two Move ins)				
EQUIPMENT	Helicopter	Acres	80	45 Ac.	3,600
MATERIALS	45 lbs./Acre Specified seed mix	Lbs.	4.60	2025#	9,315
LABOR	Included in equipment cost				
				TOTAL	$12,915
Fertilizing					
EQUIPMENT	Helicopter	Acres	80	45 Ac.	3,600
MATERIALS	400 lbs./Acre Specified fertilizer	Acre	60	45 Ac.	2,700
LABOR	Included in equipment cost				
				TOTAL	$ 6,300
			High Estimate GRAND	TOTAL	$19,215

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEET

CELILO SAND STABILIZATION P. J.

Area #2 Approx. 5 Acres
Low Estimate
(State Forces w/Rented Mulcher)

ACTIVITY		DESCRIPTION	UNIT	UNIT COST	TOTAL UNITS	TOTAL COST
Mulching	2.5 Days					
QUIPMENT		Straw blower/ 2 ton truck	HR.	79.50	20	1,590.00
ATERIALS		2.5 tons grass straw	Acres	187.50	5	937.50
ABOR		3 men/20 Hrs.	HR.	1 ea. 13.95 2 ea. 11.54	20 40	279.00 461.60
					TOTAL	$3,268.10
Punch in Straw	3 Days					
QUIPMENT		2 ea. 2 ton trucks 2 ea. tractor	HR. HR.	11.80 5.60	24 24	283.20 134.40
ATERIALS		500' of 5/8" cable	FT.	.52	500'	260.00
ABOR		4 men/24 Hrs.	HR.	1 ea. 13.95 3 ea. 11.54	24 72	334.80 830.88
					TOTAL	$1,843.28
Seeding	2 Days	Plus (One day move-in)				
EQUIPMENT		2 ton truck/ Hydro Seeder	HR. HR.	$5.90 $1.50	24 16	141.60 24.00
MATERIALS		45 lbs./acre Specified seed mix	Lbs.	$4.60	225	1,035.00
LABOR		2 men/20 Hrs.	HR.	11.54	40	461.60
					TOTAL	$1,662.20
Fertilizing						
EQUIPMENT		Included in seeding				
MATERIALS		400 lbs./acre Specified fertilizer	Acres	$60.00	5	300.00
LABOR		Included in seeding				- - -
					TOTAL	$ 300.00
Tackifier						
EQUIPMENT		Apply with overseed of straw mulch				
MATERIALS		120 lbs./acre Terra-Tac AR	Lbs.	1.00	600	600.00
LABOR		Included in seeding				
					TOTAL	$ 600.00
				GRAND	TOTAL	$7,673.58
		High Estimate (work by contractor) @ $1,800/acre				$9,000.00

TABULATION SHEET

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEETS

CELILO SAND STABILIZATION PROJ.

Area #3 - Approx. 14,000 Sq. Ft. (Estimate 16,000 Sq. Ft.) - .37 Acres
High Estimate (Work by State Forces)

ACTIVITY		DESCRIPTION	UNIT	UNIT COST	TOTAL UNITS	TOTAL COST
SEEDING						
QUIPMENT		Hand Seeder				
ATERIALS		45 lbs./Acre Specified seed mix	Lbs.	4.60	16.53	76.04
ABOR-		1 man/2 Hrs	HR.	11.54	2	23.08
					TOTAL	99.12
FERTILIZING						
QUIPMENT		Hand Fertilizer Spreader				
ATERIALS		400 lbs./Acre Specified fertilizer	Acre	60.00	.37	22.20
ABOR-		1 Man/2 Hrs	HR.	11.54	2	23.08
					TOTAL	45.28
MULCHING						
EQUIPMENT		Straw Blower/ 2 ton truck	HR.	79.50	2	159.00
MATERIALS		Straw - 2 ton/acre	Ton	75.00	.734	55.05
				1 ea. 13.95	2	27.90
LABOR-		3 Men/2 Hrs	HR.	2 ea. 11.54	4	46.16
					TOTAL	288.11
EROSION NETTING						
EQUIPMENT						
MATERIALS		1X2" plastic mesh with pegs	Sq. Yd.	.20	1777	355.40
				1 ea. 13.95	4	55.80
LABOR-		4 men/4 Hrs	HR.	3 ea. 11.54	12	138.48
					TOTAL	549.68
HAND SHAPING						
EQUIPMENT						
MATERIALS						
LABOR-		2 men/8 Hrs	HR.	11.54	16	184.64
					TOTAL	184.64
				GRAND	TOTAL	$1,166.83

Low Estimate (Work by Others) for Seeding, Fertilizing, Netting, and Shaping $ 741.75

TABULATION SHEET

OREGON STATE HIGHWAY DIVISION

SHEET .... OF .... SHEET

CELILO SAND STABILIZATION PROJ.

Area #5 - 20,000 Sq. Ft. (.46 Acres)

ACTIVITY	DESCRIPTION	UNIT	UNIT COST	TOTAL UNITS	TOTAL COST
VOLGA WILD-RYEGRASS	HIGH ESTIMATE (WORK BY STATE FORCES)				
QUIPMENT					
ATERIALS	2 Plants/Hill = 10,000 Plants 2' OC.	1,000	20.00	10	200.00
ABOR	260 Plants/Hr. 4 Men for 10 Hrs.	HR.	1 ea. 13.95 3 ea. 11.54	10 30	139.50 346.20
				TOTAL	$685.70
VOLGA WILD-RYEGRASS	LOW ESTIMATE (WORK BY OTHERS)				
EQUIPMENT					
MATERIALS	2 Plants/Hill = 10,000/Acre 2' OC.	1,000	20.00	10	200.00
LABOR	Work by others				- - -
				TOTAL	$200.00
EQUIPMENT					
MATERIALS					
LABOR					
EQUIPMENT					
MATERIALS					
LABOR					
EQUIPMENT					
MATERIALS					
LABOR					

TABULATION SHEE

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEET

CELILO SAND STABILIZATION PROJ.
Area #6 Approx. 120' x 400' (48,000 sq. ft.)

ACTIVITY	DESCRIPTION	UNIT	UNIT COST	TOTAL UNITS	TOTAL COST
	Low Estimate (Work by others)				
QUIPMENT					- - -
ATERIALS	100 Shrubs 24-36" (Russian Olive)	100	27.50	1	27.50
ABOR	Work by others				- - -
				TOTAL	$ 27.50
EQUIPMENT					- - -
MATERIALS	100 Small Trees (6' Poplar)	100	128.00	1	128.00
LABOR	Work by others				- - -
				TOTAL	$128.00
	Low Estimate Grand Total				$155.50
EQUIPMENT					
MATERIALS					
LABOR					
	High Estimate (Work by State Forces)				
EQUIPMENT					- - -
MATERIALS	100 Shrubs 24-36" (Russian Olive)	100	27.50	1	27.50
LABOR	4 men/5 hrs.	hr.	1 ea. 13.95 3 ea. 11.54	5 15	69.75 173.10
				TOTAL	$270.35
EQUIPMENT					
MATERIALS	100 Small Trees (6' Poplar)	100	128.00	1	128.00
LABOR	4 men/10 hrs.	hr.	1 ea. 13.95 3 ea. 11.54	10 30	139.50 346.20
				TOTAL	$613.70
	High Estimate Grand Total				$884.05

9564

✓

May 27, 1982

CON 21

Merritt Youngdeer, Superintendent
Tribal Council of the Confederated Tribes
Warm Springs Agency
Warm Springs, OR 97761-0079

Dale Allen, Region Highway Engineer, has told me of the fine cooperation he received from you and the Tribal Council in working out a plan to stabilize the sand dune problem near The Dalles.

Dale tells me he was concerned at first that the dunes control problem could develop into a public controversy. However, the positive attitude and willingness to cooperate displayed by so many groups and organizations--not the least of whom were you and the Tribal Council--resulted in a plan that will result in significant savings and increased safety for the public.

Please accept my gratitude and appreciation for helping Dale and the Highway Division overcome a troublesome problem. I hope you will convey my feelings, as well, to the members of your staff and the Tribal Council who were involved with the issue.

Fred C. Miller
Director

cc Governor Victor Atiyeh
Oregon Transportation Commission

bc H. S. Coulter
Dale Allen

DA:mr WES:st fn

9564

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

April 26, 1982

In Reply Refer to
File No

Jeffrey Breckel, Director
Oregon-Washington Columbia River Gorge Commission
PO Box 284
Stevenson, WA 98648

Dear Jeff and Commission Members:

Enclosed is your copy of the STUDY REPORT for The Dalles Dune Control Project which was requested at the March 10 Commission meeting. Copies have also been mailed to each Commission member.

The report follows the outline transmitted in your March 15, 1982 letter.

We believe the study report provides a factual reference document explaining the history, alternatives and description of the proposed work.

An attempt was made to address all the concerns brought to our attention. We are indebted to several people, including members of the Gorge Commissions who provided both technical and historical data as well as taking time from their busy schedule to take part in the field trip to McNary.

As per our discussion, we request that this item be included on the agenda for the May 12 meeting in Hood River.

Because of the numbers of photographs and exhibits in the report, only a very limited number were prepared; perhaps your group can share their copies with interested parties. I have mailed a copy to Nancy Russell.

Yours very truly,

Dale D. Allen, P.E
Region Engineer

DA:mr
encl
cc: Fred Miller, w/report
Scott Coulter "
Bob Schroeder "
Gorge Commission Members, w/report
Merritt Youndeer "
Nancy Russell "
Dick Hawkins

NOTED
W. E. SCHWARTZ

RECEIVED
STAT. HWY ENGR
APR 28 '82
REFER TO
Schwartz
FOR
Info ✓ | Inves | R/D | D.R | Sign | Act | File

34-1827

STUDY REPORT
of
THE DALLES SAND DUNE
by
OREGON STATE HIGHWAY DIVISION

Dale D. Allen
Region Engineer
Region IV, Bend

Dick Hawkins
District Maintenance Supv.
District 9, The Dalles

April 23, 1982

THE DALLES SAND DUNE CONTROL PROJECT

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	b. Summary of Proposed Solution	
	c. Alternative Solutions Considered	
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I. INTRODUCTION

a. Statement of Problem
b. Summary of Proposed Solution
c. Alternative Solutions Considered

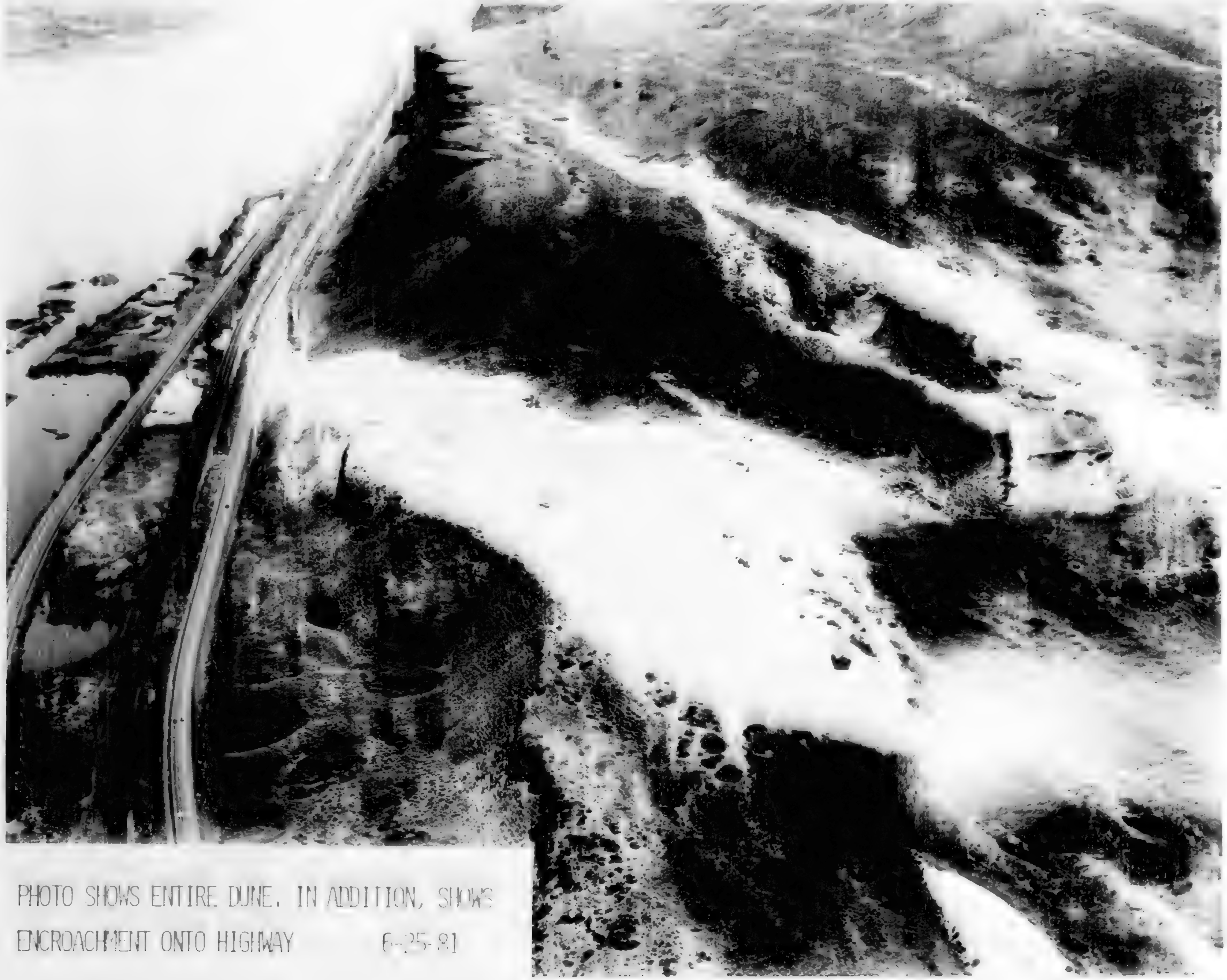


PHOTO SHOWS ENTIRE DUNE. IN ADDITION, SHOWS
ENCROACHMENT ONTO HIGHWAY 6-25-81

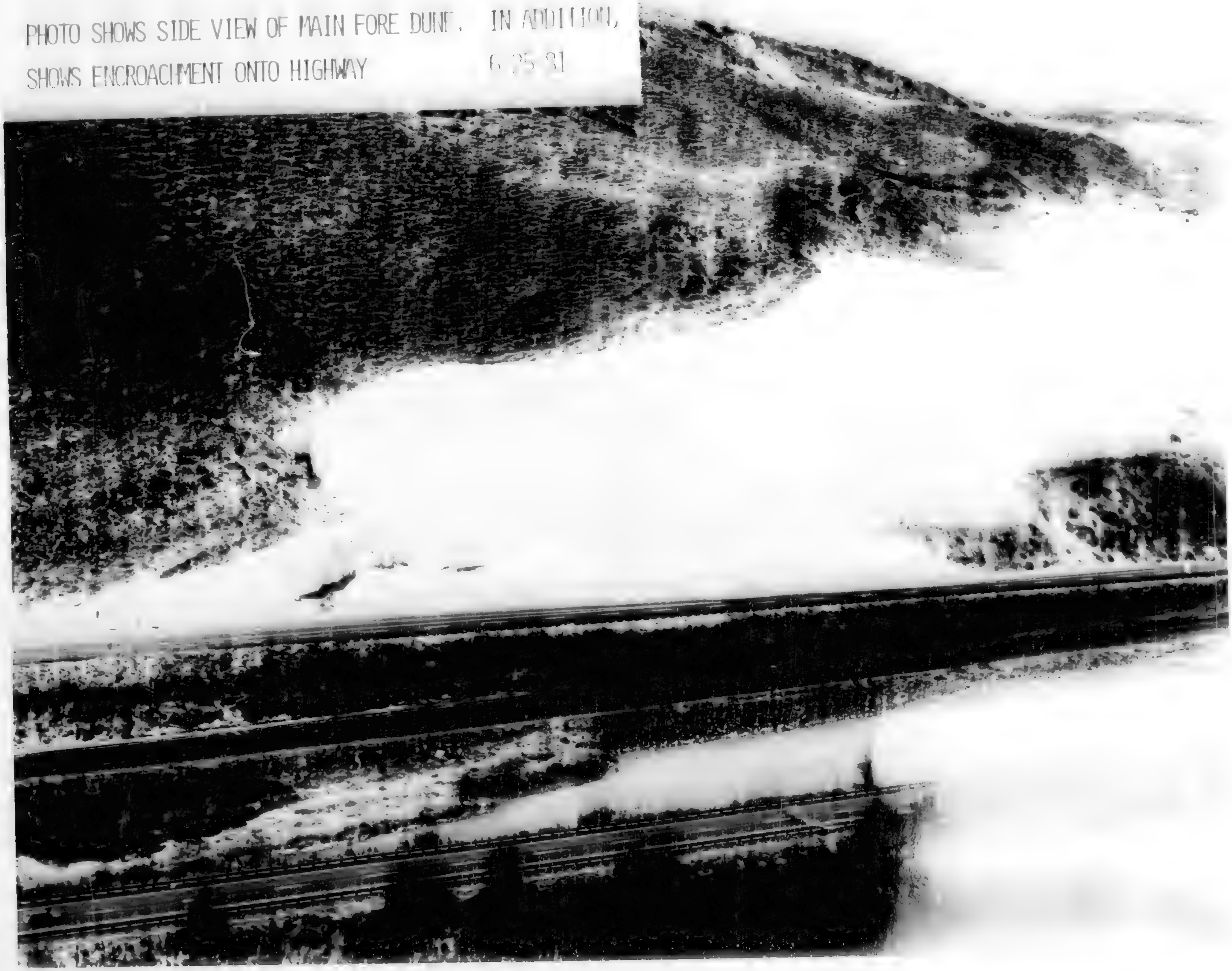


PHOTO SHOWS SIDE VIEW OF MAIN FORE DUNE. IN ADDITION, SHOWS ENCROACHMENT ONTO HIGHWAY

6 25 81

Introduction

Statement of Problem - Wind blown sand originating from a 50-acre sand dune is encroaching upon the travel lanes of Interstate 84 east of The Dalles. This sand creates a safety hazard to vehicles on I-84 and to trains on the adjacent Union Pacific tracks. Annual costs to both agencies have significantly increased in recent years and will continue to increase as the dune moves at a rate of approximately 250 feet every ten years. (See aerial photo on facing page.)

Summary of Proposed Solution - A combination mineral blanket/vegetative stabilization of the sand dune is being recommended. The stabilization will result in a vegetative growth over the sand. This procedure is explained in detail under Sections 6 and 7 of this report.

Alternative Solutions Considered - Numerous alternative treatments for physical stabilization of sand dunes have been attempted. The list includes (1) mineral blankets, (2) snow/wind fences, (3) covering with tires, (4) spraying with asphalt and other commercial stabilizing agents, (5) spraying with water and/or water with sewage sludge, (6) mixing agents into surface including cement, straw paper mulch and bark mulch, (7) planting trees for wind breaks, (8) seeding and mulching, and (9) straw bales used as wind breaks.

II. GENERAL DESCRIPTION OF AREA

a. Location
b. Legal Description
c. Geology
d. Vegetation

II. GENERAL DESCRIPTION OF AREA

Location of Dune Area - - The sand dune is 6.7 miles east of The Dalles on the south side of Interstate I-84, at M.P. 92.5. The location of the dune from this point is in a southwestern direction, extending some 3200 feet from the highway.

Legal Description and Ownership - - The legal description and ownership of the dune proposed for stabilization is as follows:

1. NE 1/4, Sec. 21, T. 2N, R. 14E., encompassing approximately 9.5 acres on tax lot 600. Owner-Indian allotment land.
2. NW 1/4, Sec. 22, T. 2N., R. 14E, encompassing approximately 40.5 acres on three owners.
    A. Tax lot 800-19.5 acres of Indian allotment land.
    B. Tax lot 200-17.0 acres of Corps of Engineers Highway Construction Easement land.
    C. 4 acres of land within Oregon State Highway R/W along I-84.

Refer to the attached aerial photo showing ownership in the sand dune area.

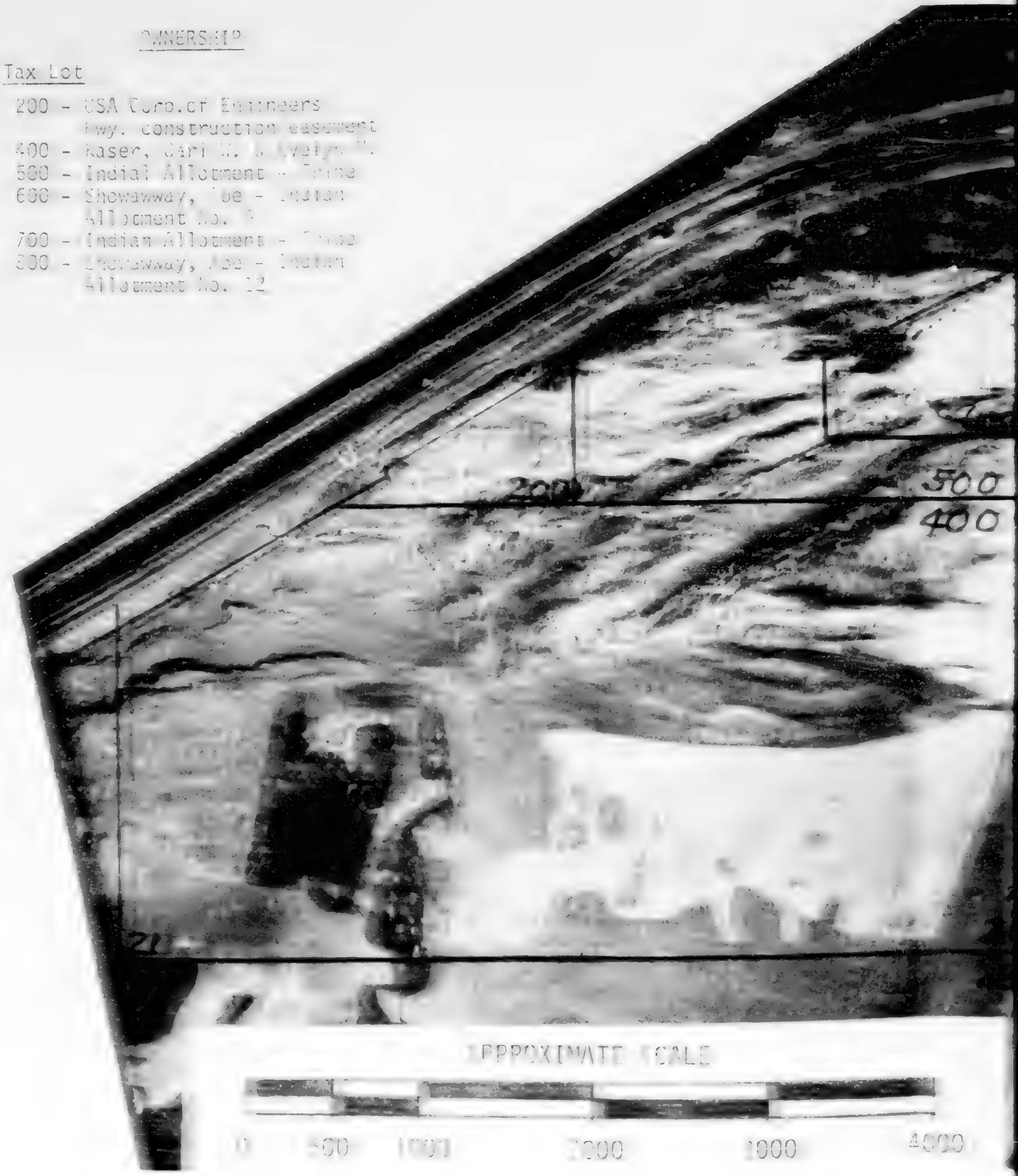
Geology - - The geology of the area is predominately basalt lavas of the Columbia River Group, which issued from deep fissures in the earth during the Late Miocene Epoch (10-16 million years ago).

Late in the Miocene Epoch the basalts were gently folded forming broad cynclines and anticlines. Uplift along the Columbia River caused it to cut deeper within its channel producing the imposing cliffs we see today. After the uplift and during the Pliocene Epoch (3-5 million years ago) volcanic debris of ash flow, tuffs, and minor interbedded basalts derived from the Cascades were deposited over the Columbia basalts.

OWNERSHIP

Tax Lot

200 - USA Corp. of Engineers
Hwy. construction easement
400 - Kaser, Carl [illegible] & Evelyn [illegible]
500 - Indian Allotment - Tribe
600 - Showawway, Abe - Indian
Allotment No. [illegible]
700 - Indian Allotment - Tribe
800 - Showawway, Abe - Indian
Allotment No. 12


200
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APPROXIMATE SCALE
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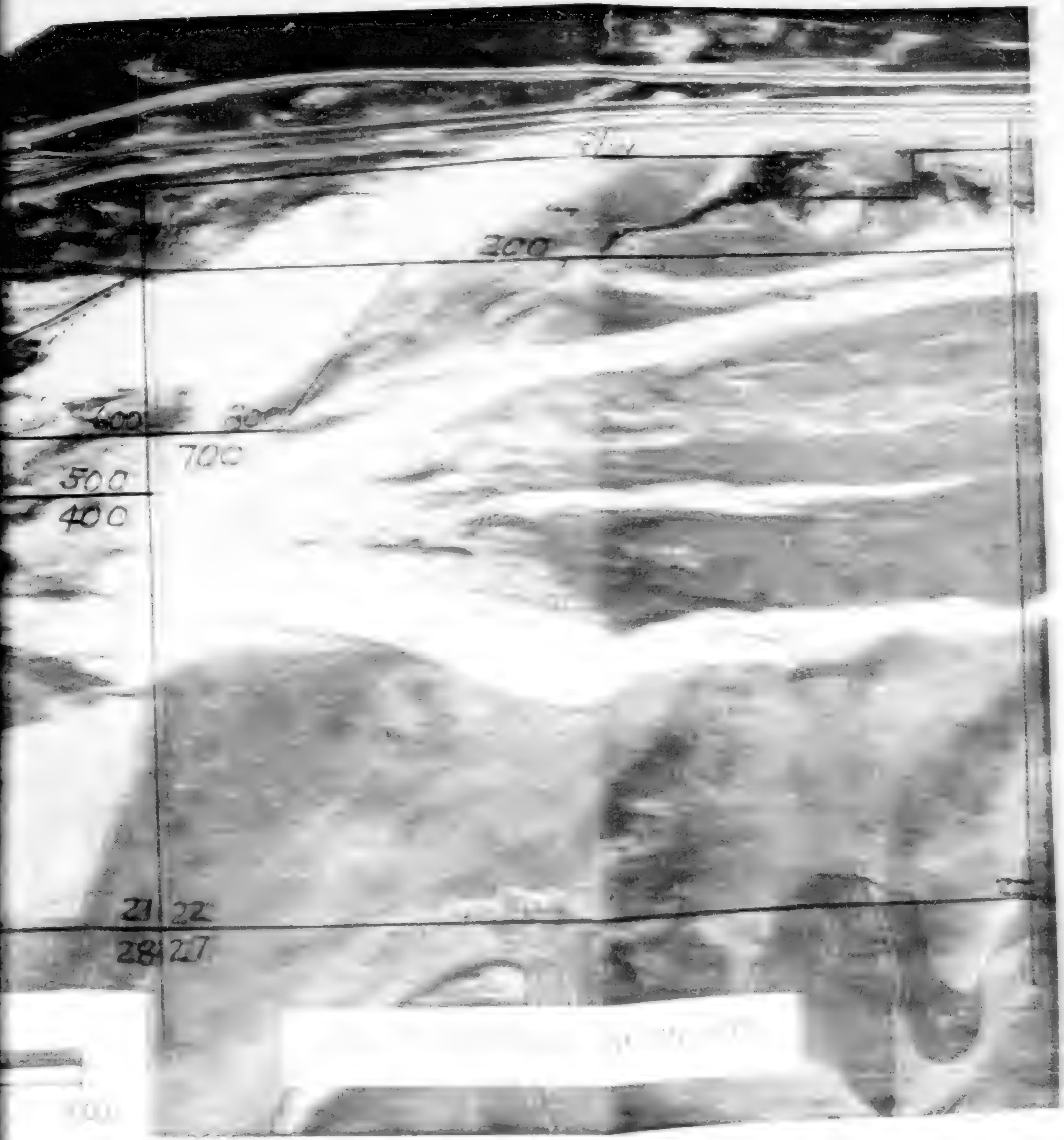
500
1000
2000
3000
4000

[illegible] BANK STABILIZATION PROJ.
COLUMBIA RIVER HWY.
WASCO COUNTY

OREGON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Smaller streams incised the gently folded surface of the lavas and volcanic deposits, producing the rolling topography characteristic of the area.

Approximately 10,000-20,000 years ago toward the end of the last Ice Age, an ice-dam which blocked the Columbia River gave way, releasing approximately 500 cubic miles of water into the Columbia River drainage, producing a catastrophic flood traceable from Northeastern Washington to Portland, Oregon. Flood waters reached elevations of 800-1000 feet, stripping away talus and the existing soil cover creating barren "scablands" along the Gorge. Sand and gravel from the flood were deposited in the quiet backwaters, such as the Petersburg area. Since that time, strong westerly winds have winnowed the fine sand from these deposits, carrying and collecting it to form aeolion sand deposits, more familiarly known as dunes. Eight other active but smaller dunes exist in this general area. See appendix for list of active dunes and Geologic Map (The Dalles Quadrangle).

References

Baldwin, Ewart M., Geology of Oregon, 2nd Edition, University of Oregon Cooperative Book Store (1964)

Beaulieu, John D., Geologic Hazards of Parts of Northern Hood River, Wasco and Sherman Counties, Oregon. Oregon Department of Geology and Mineral Industries, Bulletin 91 (1977)

Bagnold, R. A., The Physics of Blown Sand and Desert Dunes: London Methuen (1941)

Vegetation - A field investigation of the general area revealed the following types of vegetation were present:

Common Name	Botanical Name
Grass Species	
Downy Brome	*Bromus tectorum*
Thickspike Wheatgrass	*Agroypron dasystachyum*
Sheep Fescue	*Festuca ovina*
Big Bluegrass	*Poa ampla*
Indian Ricegrass	*Oryzopsis hymenoipes*
Broadleaved Species	
Buckwheat	*Fagopyrum esculentum*
Balsam Root	*Balsamorhiza deltoidea*
Redstem Filaree	*Erodium cicutarium*
Shrubs Species	
Rabbitbrush	*Chrysothamnus*
Big Sagebrush	*Artemisia tridentata*
Antelope Bitterbrush	*Pursia tridentata*

The predominant species in the area were Thickspike Wheatgrass, Sheep Fescue and Rabbitbrush.

III. DESCRIPTION OF DUNE

a. Area and Volume
b. Topography
c. Dune Movement
d. Sand Size

III. DESCRIPTION OF DUNE

Area and Volume - The surface area of the dune is approximately 50 acres. Estimated volume of sand in this area is 1.5 to 2.0 million cubic yards.

Topography - Relief of the dune varies from 200 feet elevation at the highway (I-84) to 350 feet at its southwestern end. Mobile heaps of sand on the dune have an assymmetrical form with a nearly equal streamlined gentle slope to the windward side and a steeper slope over the crest on the leeward side. The leeward slope assumes the angle of repose for loose sand. The form of the mounds are crescent-shaped with the convex side toward the windward slope and the outside points downwind. These forms are called Barchan Dunes. They are highest in the center where the lee slope, or slip face, tends to be concave because the back eddy of the wind which acts to hollow out the center. The crescent shape develops because the sand must be moved over a longer course and to a greater height at the center than at the sides. Grains of sand are moved by saltation up the slope and dropped on the lee side without being replaced, thus causing the dune to shift piecemeal downwind. (See Contour Map on following page).

Dune Movement - Dune movement is related to wind velocity, constancy of wind direction, rainfall, sand source supplying the dune, and grain size. The direction of the wind in the dune area is from 270-280 degrees from the north over 50 percent of the time which is nearly along the axes of the dune. Semi-arid climate in the area limits the rainfall to 14.5 inches annually. During the winter and spring months when the sand is wet, little movement occurs. The adjacent sources of sand that have supplied

OREGON STATE HIGHWAY DIVISION

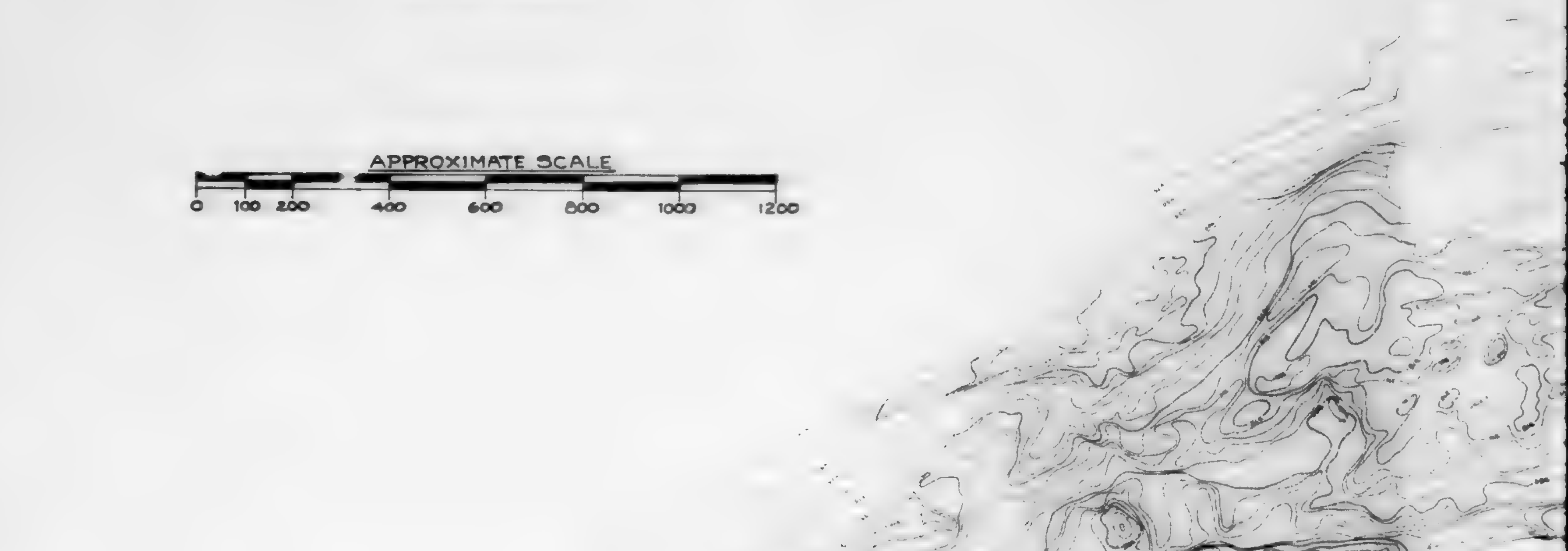
CELILO SANDBLOW

COLUMBIA RIVER HIGHWAY

Photogrammetrically compiled
from Feb.1982 Aerial Photography

Photo Symbol WCA-4

5' Contour Interval


APPROXIMATE SCALE
0
100
200
400
600
800
1000
1200
COLUMBIA RIVER HWY
CELILO

CELILO SAND STABILIZATION PROJ. COLUMBIA RIVER HWY. WASCO COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

this dune have been controlled by nature in the form of creep of talus material over slopes and vegetation cover. Sand grain size that can be carried by the wind in the saltation process ranges between 0.05 - 20 mm. The sand size particles in this dune are within this required range.

This active dune will continue migrating toward the Columbia River. Aerial photos taken in 1954, 1972 and 1982 show that the windward edge of the dune has advanced at the rate of approximately 250 feet in ten years or about 25 feet per year. At this rate, and on level ground, this dune would move across the highway in approximately 130 years. (See Dune Migration map on following page.)

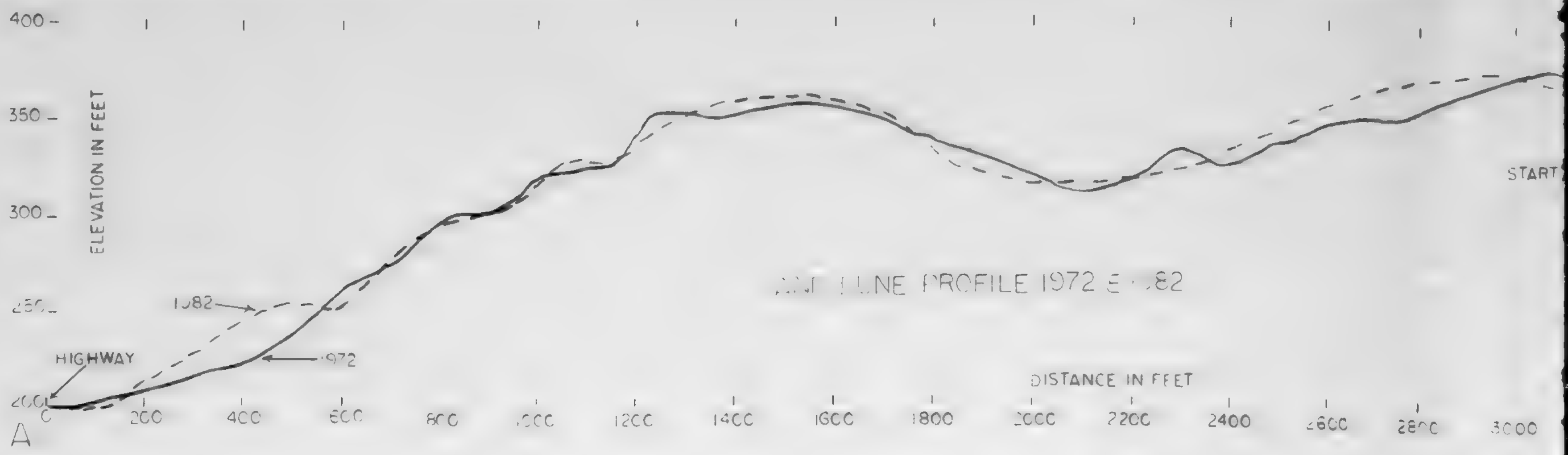
Sand Size - Mechanical sieve analysis of the sand that comprises the dune indicates that it is a very fine sand. The unit weight of the material is 81.2 lbs. per cubic ft. loose, 89.9 lbs. per cubic ft. compacted.

Sieve Size	(mechanical)	Percent Passing
4	(4.75 mm)	100
10	(2.00 mm)	100
40	(0.425 mm)	100
60	(0.250 mm)	100
200	(0.075 mm)	10.8

Breaking the sand down further by an hydrometer analysis below the number 10 sieve shows the following:

	Percent Retained
Particles larger than 2.0 mm	0.0
Coarse sand 2.0 - 0.42 mm	0.0
Fine sand 0.42 - 0.74 mm	89.2
Silt 0.074 - 0.02 mm	7.4
Fine silt 0.02 - 0.005 mm	0.9
Clay 0.005-	2.5 passing

The Ph factor for the sand is 7.7, which is slightly on the alkalinity side in a range of 0-14. Seven is the neutral value used for pure water. The sand contains very little organic material. Laboratory values indicate the value is zero (0) when tested as a top soil and one (1) when tested as in concrete sand.

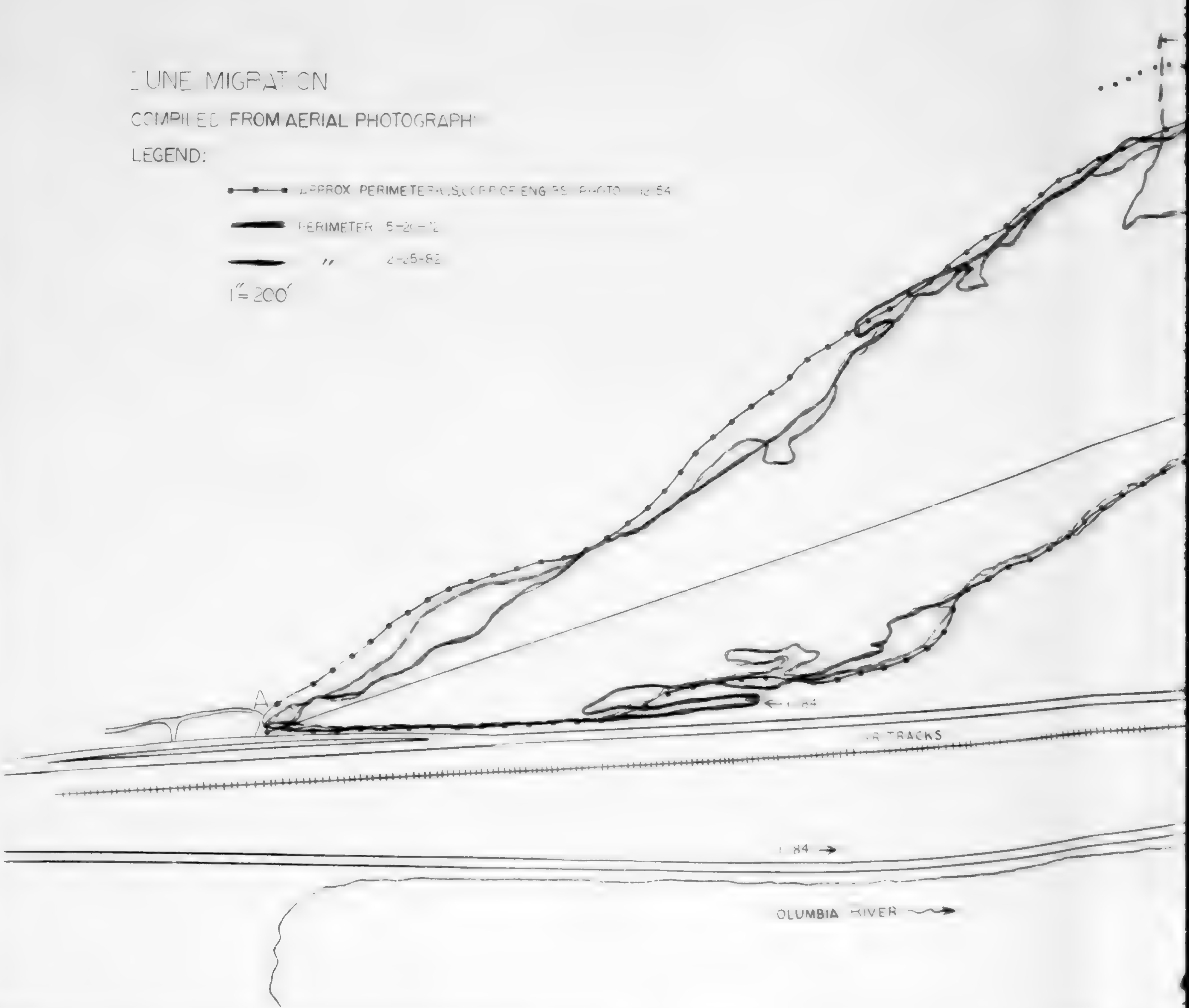


[illegible] DUNE PROFILE 1972 & 1982

CROSS SECTION A-A

DUNE MIGRATION

COMPILED FROM AERIAL PHOTOGRAPHS


LEGEND:
APPROX. PERIMETER-U.S. CORP OF ENGINEERS PHOTO 12-54
PERIMETER 5-20-72
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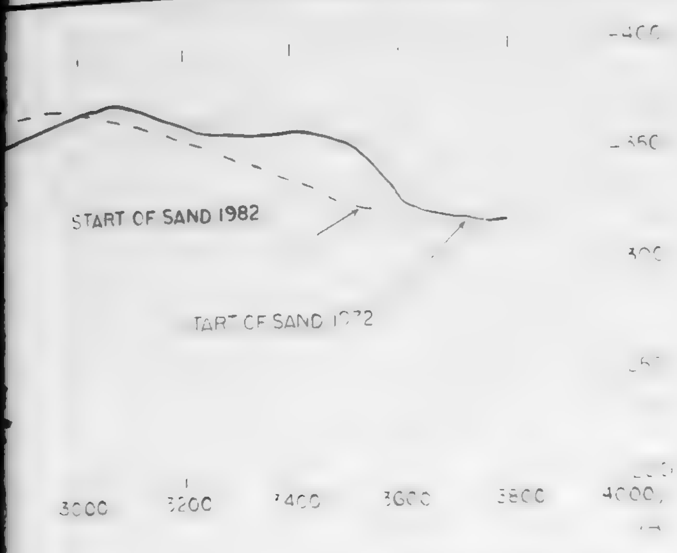
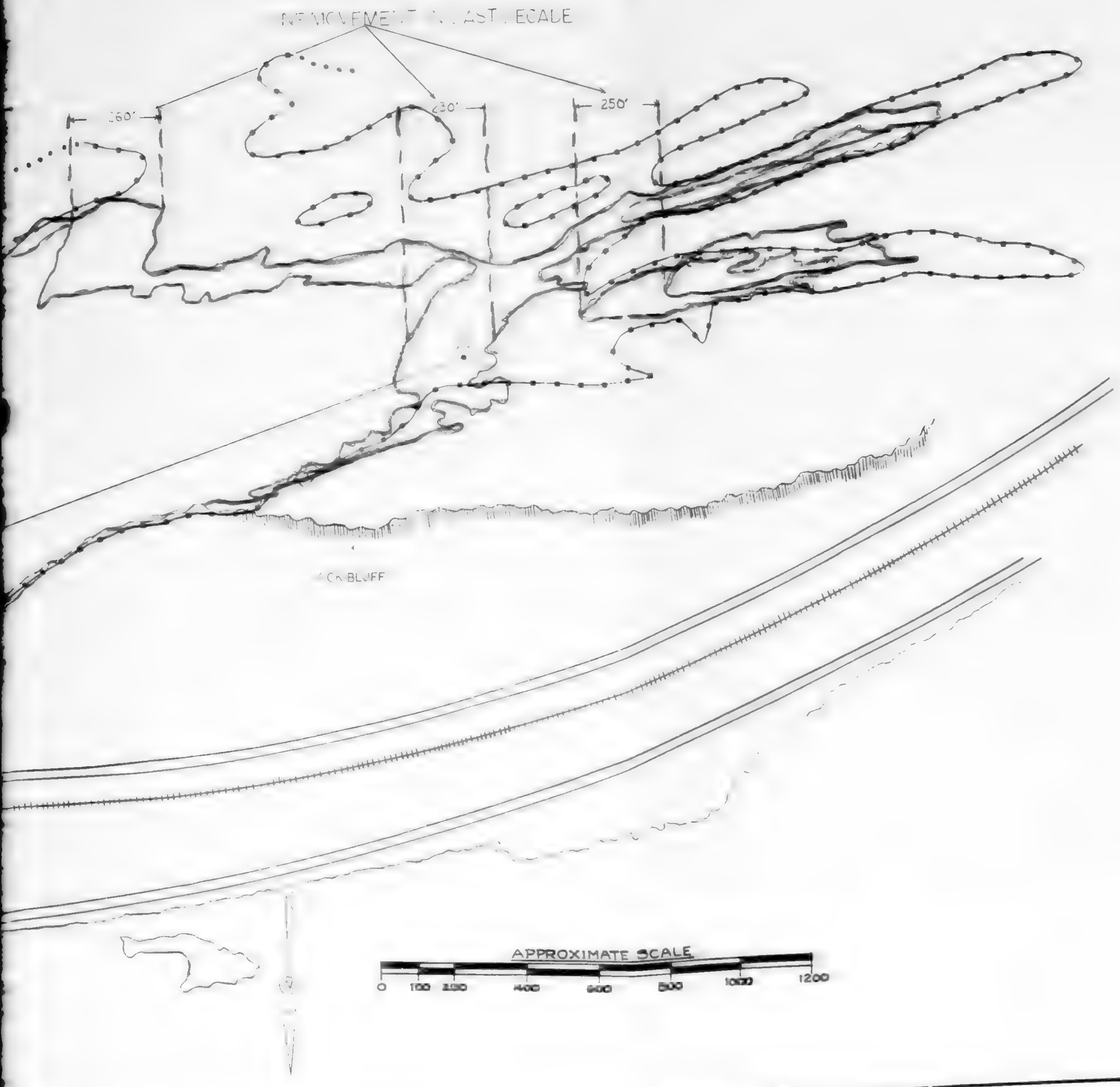
1" = 200'
A
I 84
RR TRACKS
I 84 →
COLUMBIA RIVER

FORM NO. 734-1700

CELILO SAND STABILIZATION PROJ. COLUMBIA RIVER HWY. WASCO COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT ~~NUMBER~~	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index




NET MOVEMENT IN LAST DECADE
260'
230'
250'
ROCK BLUFF
APPROXIMATE SCALE
0
100
200
400
600
800
1000
1200

IV. RELATED VALUES

a. Scenic Quality
b. Geological Values
c. Recreation Uses
d. Cultural and Archeological Values
e. Land Uses
f. Comprehensive Plan
g. Plant and Animal Life
h. Economic Value

IV. RELATED VALUES

Scenic Quality - This section addresses the impact on the visual landscape of the Gorge. For the purpose of this discussion, the assumption is made that the stabilization would nearly duplicate the surrounding vegetation. Scenic quality is discussed as viewed from both the Oregon and Washington side. Reference data comes from Volume 2, National Forest Landscape Management.

As background to this analysis, it is recognized that aesthetic concern and sensitivity to the visual environment is extremely difficult to quantify. Major scenic concern, however, is usually expressed by those who are traveling for pleasure and minor concern by those who are commuting to work or traveling on business. While the Gorge, in general, can only be classed as highly sensitive, that portion east of Hood River experiences fewer motorists traveling for pleasure than that portion between Portland and Hood River. The referenced guidelines suggest that for scenic quality to be rated a Level "1" or "highest sensitivity", a minimum of one out of four motorists traveling past the site are there for the purpose to view the scenic qualities. The percentage of motorists traveling on Interstate I-84 east of The Dalles for pleasure is considerably lower than this ratio. On Washington Route 14, (see photos following page) the percentage traveling solely for pleasure would be higher and on routes such as the Old Columbia River Scenic Highway, the ratio would approach 100 percent. Summary: using these recognized guidelines, this area would rate in the average sensitivity category for Washington, and low sensitivity for Oregon.

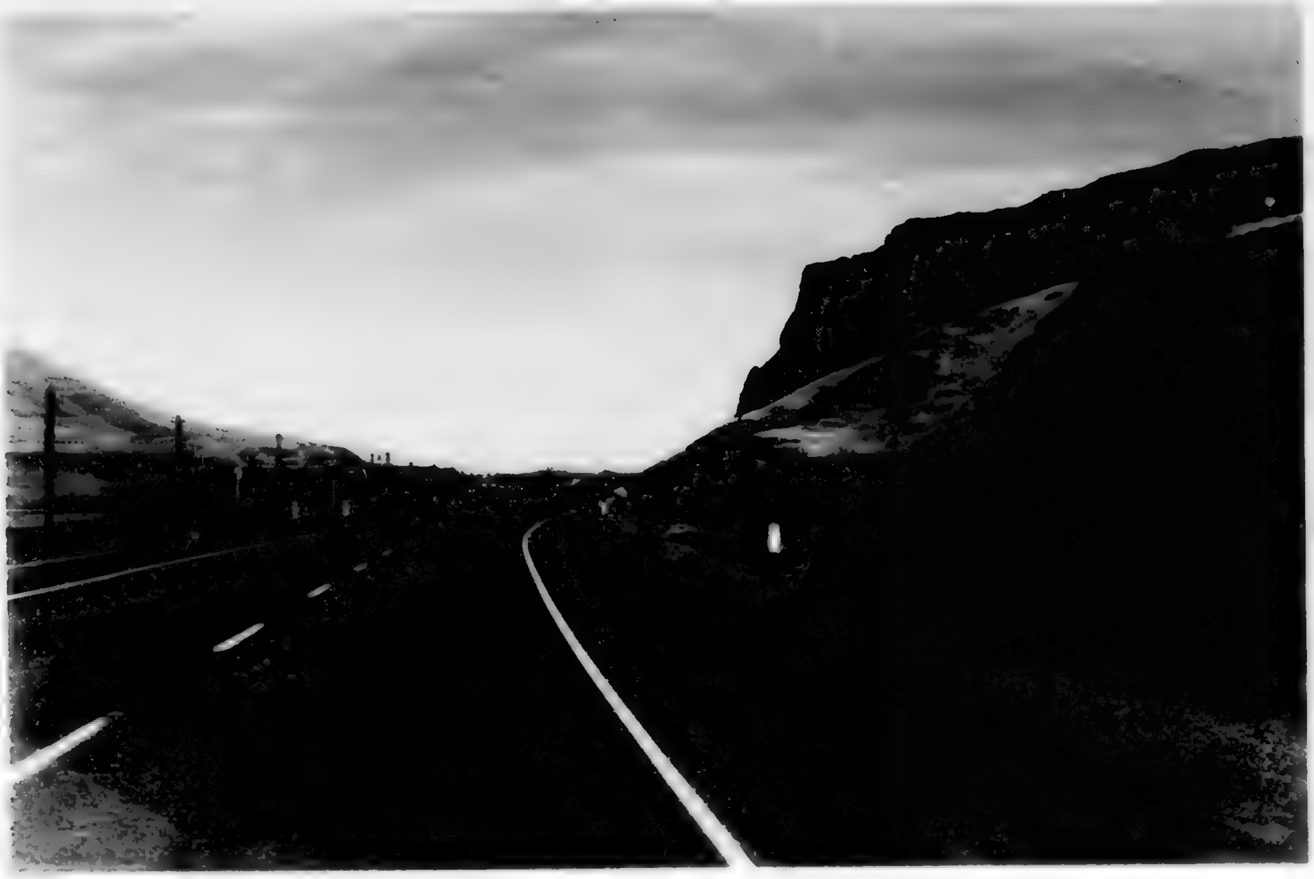
PHOTOS SHOW A LONG AND SHORT RANGE VIEW OF THE DUNE AS VIEWED BY AN INDIVIDUAL FROM THE WASHINGTON SHORE OF THE COLUMBIA RIVER.

Variety classes (Distinctive, Common, Minimal) are obtained by classifying the landscape into different degrees of variety. Those with the most variety have the greatest potential for scenic value. Variety pertains to the landscape, form, line, color and texture.

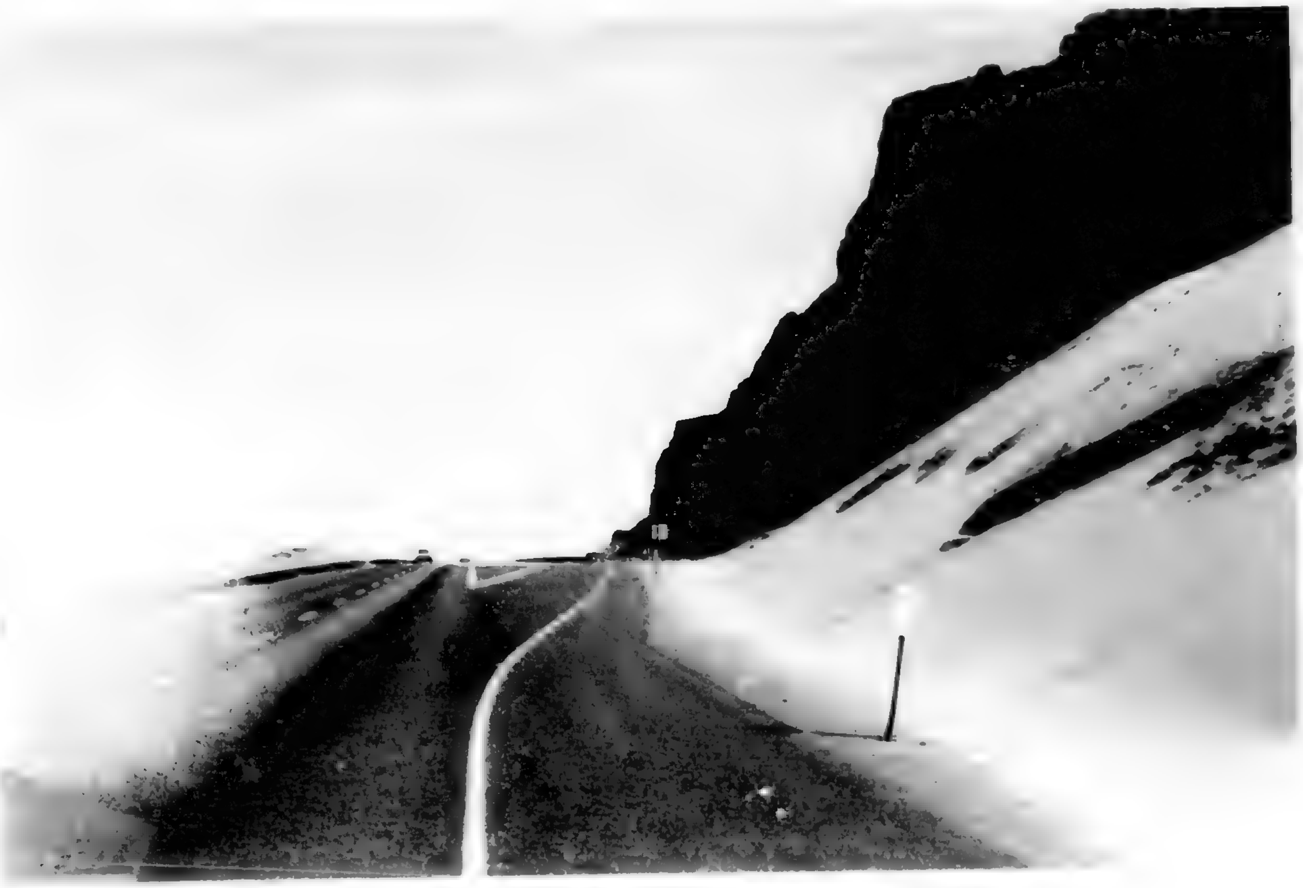
The sand dune in question has a high degree of pattern (texture), color, and form when viewed from critical distances and angles. From low flying aircraft, these features are perhaps the most distinctive and would certainly be classed as Class "A" - Most Distinctive. Next, would be walking over the dune where the texture and form are highly apparent but there is not the stark color contrast as from the air. Moving to the Washington shore, the form and color remain obvious but texture is reduced. Also, at this distance the balance of the dunes higher on the rim tend to blend into the general landscape reducing the distinctive characteristics. From the eastbound lanes of I-84 due to viewing angle, the variety is minimal. From the westbound lanes the color, form, and texture are visible but only a small portion of the dune is visible for approximately one minute; the variety impact approaches a common rating. (See photos from eastbound and westbound travel lanes on following page.)

While perhaps it is unimportant, it is interesting to note that this sand dune or sand dune area was never given a name. This may provide some indication of distinctive qualities. Summary: using the Forest Service Guidelines, the variety class would be most distinctive to a very small number of viewers (airplane, hiker) and average or common to the majority of viewers.

People who visit recreation areas have an image of what they expect to see. Those visiting the Gorge in the future would most likely not be



PHOTOS SHOW A LONG AND SHORT RANGE VIEW OF THE DUNE AS VIEWED BY AN EASTBOUND INDIVIDUAL FROM THE FREEWAY I-84.



PHOTOS SHOW A LONG AND SHORT RANGE VIEW OF THE DUNE AS VIEWED BY A WESTBOUND INDIVIDUAL FROM THE FREEWAY I-84.

aware of any changes in the visual environment and landscape following stabilization. Because of presence of other dunes in the Gorge and particularly those immediately south of this site, stabilization of 50 of approximately 300 acres of sand allows the landscape to absorb some alteration without losing its visual character.

Geological Values - Primary geological value of sand dunes is the study of their grain size, association with wind velocity and the physics of dune movement. Of interest and possible study, is the observation of these sand particles causing the rippling effect on the surface, and development of the Barchan mound outlines. There is value in the continuing research of the geologic area to determine the original deposition site of the sand and sequences leading to its present status. At present, there are numerous published papers and geological textbooks explaining the mechanics of sand dune development and geology of the Columbia River Gorge. Control of a portion of this 300-acre dune area would reduce but not eliminate its geological value.

Recreation - The following comments were received from Larry Jacobson, Deputy State Parks Administrator, pertaining to the recreational value of this area:

> "The recreational potential is probably quite limited. There are several factors that lead me to this observation. There is limited safe public access that would allow people to reach the sand dune area. There are no existing or potential locations for supporting recreational facilities--such as parking, rest rooms, picnic facilities--and, third, there are no water attractions in relation to the dunes area. It is the association of water and dunes on the coastal zone that makes that area valuable for public recreation."

Current recreation users are limited to occasional off-road vehicle use and infrequent hikers. Because the major portion of the dune is private property, these users are presently trespassing.

Cultural and Archaeological Values - At the request of the Warm Springs Agency, the State Historic Preservation Office addressed this issue and advised that no archaeological sites had been recorded within the project area. They advised that stabilization of the dune would protect any potential sites from exploitation by artifact collectors and such work would have little or no effect on potential resources. The Bureau of Indian Affairs concurred in this finding.

Land Uses - Due primarily to lack of water, amount of top soils and the rugged topography, the surrounding area is used almost exclusively for cattle grazing.

Comprehensive Plan - The Wasco County Comprehensive Plan does not deal with or specifically mention the sand dunes in any manner. The zoning for that general area is "Exclusive Farm Use".

Plant and Animal Life Dependent on Existing Dune - Plants....., refer to Section II-d, Vegetation. On the active portions of the dune, little if any plant life is evident. Animals......, while no wildlife except insects live in the active sand, the following animals may cross the sand: deer, pheasant, Hungarian Partridge, coyote, and rodents. Increase in vegetative cover would enhance both wildlife and plants from the dune perimeter to dune area. The proposed treatment area is limited to only a portion of the active dunes in the immediate area; this would limit the possible impact to any plants or animals which may be dependent upon the sand.

Economic Value of Dune Sand - An alternative to stabilization involved a search for a commercial use for the sand. This was researched in the past as well as recently. The Highway Division works on almost a continuous basis with the sand, gravel, asphalt and concrete industries throughout Oregon and southwest Washington. Tests of their products are routinely done by State inspectors. The State Highway Division Cost Engineer talks regularly with these people and advised:

> The sand and gravel industry considers blow sand a waste product with little commercial value.
>
> A large user of sand of this type are developers of industrial sites on marginal lands. The sand is used for surcharge or weight to reduce the settlement of later construction. The marginal industrial land is often times near a waterway. Sand is recovered by dredging and deposited on site for $0.90 to $2.00 per cubic yard. Development of this sort is common in the Portland area along the Willamette River (Mocks Bottom industrial area).
>
> Uniform sand has a limited market in aggregate production. A natural source may be deficient in a certain grain size. Our office talks regularly with aggregate suppliers along the Columbia River and know of no supplier that is taking sand sizes. More often, the producers manufacture an excess of sand sizes which become a by-product.
>
> We estimate a cost of $4.70 to deliver this sand to a dock site in The Dalles, a cost of $2.15 to load and barge the sand to Portland. At $6.85 on the barge in Portland, the sand costs are non-competitive with local sand sources mentioned above at $0.90 to $2.00 per cubic yard for its most likely use for industrial developments.
>
> We talked with a Portland aggregate supplier who was also in the aggregate barging business (Gresham Sand & Gravel, Les Metusek). They believe there is no market in the sand and gravel industry because of transportation costs from Celilo.

The other major users of sand in the northwest are referred to as the "specialty type uses". These include foundry sand, sand for glass, asbestos shingles and sand blasting. CooSand Corporation, Bellevue, Washington, obtains, processes, packages and supplies sand to such industries. Their company processes approximately 40,000 cubic yards per year.

Working with the President of this company, a truckload of sand was delivered to their plant for testing. Their findings were that the sand was too fine for making glass (their major user) and in too large of quantities for the other users. They knew of no other industry in the northwest that could use this sand.

V. EXPLANATION OF PROBLEM

V. EXPLANATION OF PROBLEM

Threats to Public Safety and Cost to Public - The principle concern is the long-term and substantial expenditures of public (highway) and private (railroad) funds as well as the increasing potential for automobile or train accidents. Interstate I-84 is the most important east-west highway route in Oregon. The railroad involved is Union Pacific's main line and provides both freight and passenger service. Traffic volume on I-84 is 7300 vehicles/day and train volume is 30 trains/day. These volumes require that both agencies provide the highest possible level of maintenance and safety for these transportation facilities. Union Pacific has provided the following information pertaining to train safety.

> "AMTRAK, as well as freights, operate over trackage adjacent to this dune at speeds of 70 MPH. The sand will filter into the ballast rock, causing the track structure to lose its resiliency, which in turn causes excessive rail wear, alignment problems--both vertical and horizontal. There is still some jointed rail in this area and the sand causes the joints to bind to the rail, rather than allowing horizontal movement. With the proper conditions and very hot weather, expansion due to heat could cause the track to kink out of line.
>
> The Oregon P.U.C. has cited Union Pacific in one instance for having 'frozen ballast' due to blow sand."

Refer to Appendix, Sand Dune Removal Costs, for highway maintenance work required from 1978 to 1981. As the dune encroaches upon the highway, both the length of effected highway and quantity of material requiring removal is accelerating. Where ten years ago this was considered a nuisance-type problem, last year over 50 days were required for sand removal. Frequently, the entire 10-foot paved shoulder is covered with sand and occasionally over a 3-day summer weekend, fingers of sand encroach into the right-hand travel lane before crews get back to the site. Every indication is that these problems will significantly increase without corrective action.

VI. DUNE CONTROL RESEARCH/ALTERNATIVES

a. History of Stabilization
b. History of Sand Removal Operations
c. Technical Aspects of Stabilization Alternatives
d. Local Area Research
e. Selection Process

VI. DUNE CONTROL RESEARCH/ALTERNATIVES

History of Stabilization Attempts on Dune - Over the years, dating back into the 1940's, numerous attempts to halt or slow this dune have been attempted. In the 1940's, Union Pacific Railroad, who were then adjacent to the dunes, sprayed crude oil over a large portion of the fore dune. This was a common treatment in the 1920-1940 period and provided short-term control. (See 1920 photo on following page.) Again, in the 1940's and 1950's, the Union Pacific Railroad attempted to control the area with snow fences over large portions, with no success. The fences slow the sand movement until the weight of the sand tips them over or buries the fence. In 1966, a suggested method of control was to place several hundred old tires on the dune. The local kids had a field day rolling these down and onto the highway, increasing the hazard and not controlling the dune. Then in 1972, state forces seeded and mulched 6-7 acres on the dune face. This involved covering this area with straw, seeding and punching the straw into the dune. Numerous snow fences were also placed across the dune preceding the covered area. While growth was established, most all of the treatment area was covered with blow sand within a few months.

From 1972 to the present, efforts were made to obtain Federal funds (see appendix) from either the Federal Highway Administration or the US Department of Interior to undertake a major stabilization project. When the latest effort in 1981 proved unsuccessful, the decision was made by the interested agencies and individuals to try to develop a "cooperative approach" to the problem. Late in 1981, agreement was reached on the general terms of an "Agreement and Memorandum of Understanding" between the Oregon State

THIS VINTAGE PHOTO SHOWS A STATE HIGHWAY MAINTENANCE CREW OILING SAND DUNES IN 1920 ON THE COLUMBIA RIVER HIGHWAY BETWEEN ARLINGTON AND THE UMATILLA JUNCTION.

Highway Division, Warm Springs Agency, Wasco County Soil and Water Conservation District, and Union Pacific Railroad. This agreement provided the framework for developing a stabilization plan and funding a project that could be undertaken in 1982.

History of Sand Removal Operations - The removal of the blow sand became the responsibility of the Highway Division in 1956, when the highway was relocated to the south side of the U.P.R.R. tracks by the US Corps of Engineers. This relocation of the highway was required because of the construction of The Dalles Dam. (See 1954 aerial photo on following page.)

Initially, the removal of the blow sand was a minor item, requiring only a few shifts a year. However, each succeeding year, more and more material blew onto the highway and had to be removed. From 1956 through 1965, the material was hauled to a small backwater pond two miles east. This was a four-mile haul.

When the freeway opened in 1965, maintenance trucks were required to go to Celilo and back to The Dalles Dam to accomplish the continued use of the closest dump area. The distance between interchanges required a 16.6-mile round trip. Costs began to increase dramatically. In 1973, requests to use the back water ponds adjacent to the Columbia River were denied by the Division of State Lands. (October 10, 1973, in appendix.) From 1976 to 1980, disposal was limited to areas east of the dune and adjacent to I-84. This was a 16.6-mile round trip.

Starting in 1980, sites with easy covering capabilities were no longer available and crews began using the wide moat section next to I-84, two miles east of the dune. While this area is relatively close to the problem, the material to cover the blow sand waste area would require a 30-mile round trip. If the sand were not covered at this site, it would blow across I-84 and cause new problems to Union Pacific Railroad.

The average maintenance force required to take care of the blow sand removal consists of 5 dump trucks, 1 front-end loader, and 6 men. A history of actual costs, cubic yards removed and dates of removal are included in the appendix.

Technical Aspects of Stabilization Alternatives - In discussing alternatives to control blowing sand, it is necessary to recognize the basic physics of sand movement and also recognize the difference between physical stabilization and vegetative cover. The recognized expert in the field is R. A. Bagnold who wrote The Physics of Blown Sand and Desert Dunes in 1941. His findings are relatively simple to understand and use when evaluating stabilization alternatives.

Sand dune movement is limited to less than 1/16 inch of sand surface. The moving force, of course, is the wind. Stabilization is the process to either hold the sand grains in place...or...stop the wind. Wind fences and trees are methods used in an attempt to stop the wind from reaching the sand grains. Because of the variables in wind direction, wind speed, and wind currents or eddys, this is a formidable challenge and usually unsuccessful. Almost all other sand stabilization methods attempt to "physically" hold the sand grains in place; thus, the term physical control.

Certain methods do both; that is they stop the wind and physically hold the sand grains in place. With grasses, for example, the roots provide physical control and the grass blades provide a small wind fence. In Bagnold's studies, he also found that small pebbles on the surface not only held the grains of sand under them in place, but acted as micro-wind fences. The

P.R.R. RELOCA
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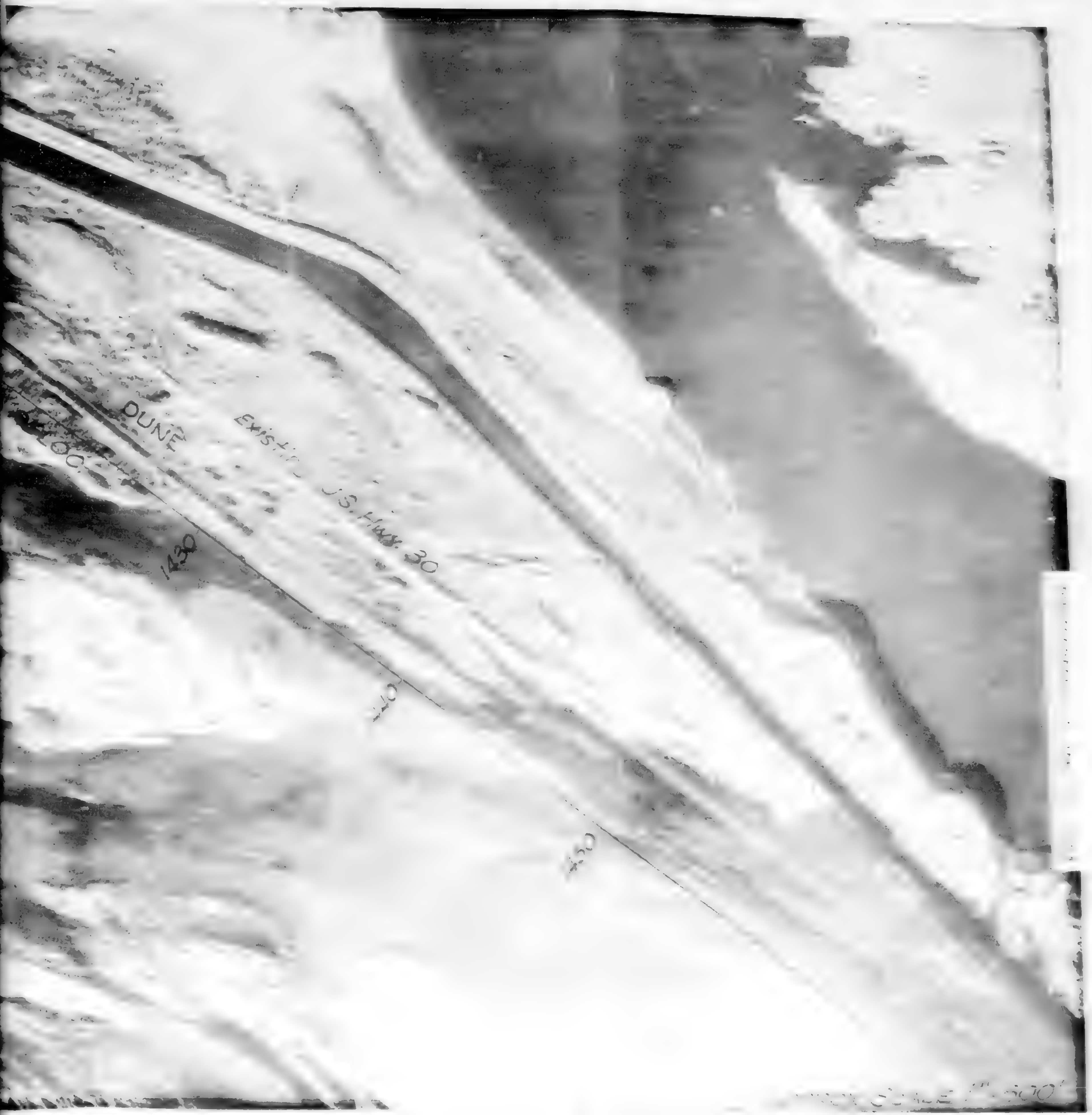
[illegible] SAND STABILIZATION PROJ.
COLUMBIA RIVER HWY
WASCO COUNTY
OREGON


DUNE
Existing U.S. Hwy. 30
1430
1440
1450
PHOTO SCALE 1" = 500'

rough surface caused by the pebbles sufficiently reduced the wind velocity at the surface (within the 1/16 inch area) to a level where the sand grains did not move.

A mineral blanket-vegetative cover provides two forms of physical control (roots and the weight of rock) plus two forms of wind control (grass blades and rough surface).

Regardless of which stabilization method is used to stop the sand grain movements, the result will be that vegetation natural to that area will move in and begin to grow if the stabilization is successful. With few exceptions, such as asphalt, it then can be said that vegetation is an end result of physical stabilization. Perhaps the best example of this is the area between the highway and the dune where the sand has spilled over the cliff and is now protected from the wind. Vegetation has become well established in this area. Recognizing these principles, the following section provides specifics on the sand dune at The Dalles.

Local Area Research - In the early 1950's, the U.S. Corps of Engineers conducted a research project on the comparison of vegetative control and mineral blanket/vegetative control. A summary of their findings was published in 1955. The following is a quote from that report:

> "The use of snow fences, brush fences, liquid asphalt, straw mulching and seeding of annual rye, while retarding the sand movement, has not succeeded in accomplishing permanent stabilization."

This report reached the conclusion that in areas exposed to the direct force of the wind and the area has steep slopes, the combination of vegetative cover and a mineral blanket was recommended.

Another document, the Journal of the International Society of Biometeorology, has an article by Mr. J. L. Schwendiman, on vegetative control of inland sand dunes in the Pacific Northwest, and points out that:

> "There is much evidence of unsuccessful attempts to stabilize blow sand areas in the Northwest. These attempts have included snow fences, brush fences, straw mulch, with and without asphalt, and mulch seeding of cereal rye."

Field trips to the Plymouth, Washington, and Boardman, Oregon areas by several members of the Gorge Commissioners provided first-hand information of the effectiveness of the combination mineral blanket/vegetation stabilization. These areas ranged from one-year old to over 30 years and provided solid evidence of a successful sand stabilization. Further, it was found that a thin layer of the crushed rock (approximately one rock deep) allows for excellent germination of grasses when seeded in the fall/winter months. (See photos on following pages.)

Selection Process - The selection of which physical stabilization to use was based on three factors. First, was whether the method would be permanent; second, was cost (initial cost and future expected maintenance costs); and third, was short and long-term appearance.

Briefly, the reasons for eliminating several of the alternatives was the findings of the previous research plus the following considerations:

(a) Covering with tires, asphalt, or cement treatment would be unsightly and was dropped with little study.

(b) Mixing an organic material into surface followed by seeding. These methods included the use of such items as straw, sewage sludge, paper and bark. When these materials deteriorate, the physical stabilization would be lost and long-term stabilization would rely entirely on the root systems of the vegetation. Research shows that overgrazing by cattle, severe winds, fire and drought periods historically have caused these treatments to ultimately fail.

WEIGH STATION
MILE

PHOTO SHOWS COVERED BLOW SAND SLOPES AT PLYMOUTH, WASHINGTON
1 YEAR AFTER MINERAL BLANKET HAD BEEN PLACED AND SEEDED.

WEIGH STATION

PHOTO SHOWS COVERED BLOW SAND SLOPES AT PLYMOUTH, WASHINGTON
[illegible] AFTER MINERAL BLANKET HAD BEEN PLACED AND SEEDED.

PHOTO SHOWS COVERED BLOW SAND SLOPES AT PLYMOUTH, WASHINGTON APPROXIMATELY 10 YEARS AFTER AN APPLICATION OF A MINERAL BLANKET THAT HAD A MAXIMUM SIZE OF 3". THE AREA WAS NOT SEEDED.

PHOTO SHOWS BLOW SAND SLOPE NEAR BOARDMAN, OREGON. THIS AREA WAS COVERED WITH A PIT RUN GRAVEL AND WAS SEEDED. WORK WAS COMPLETED SOME 5 YEARS AGO.

PHOTO SHOWS WASHINGTON HIGHWAY DEPARTMENT'S 1" TO 1½" MAXIMUM SIZE CRUSHED MINERAL AGGREGATE USED IN THE PLYMOUTH AND McNARY DAM AREA.

[illegible] STONE COVERED WITH SAND [illegible] AT PLYMOUTH, WASHINGTON [illegible] THAT HAS BEEN PLACED FOR THREE [illegible]

This is particularly true where there are steep slopes and the area is unprotected from the direct force of the wind such as this location. The presence of heavy metals in the use of sludge was also identified as a possible concern.

(c) Wind fences include straw bales and fences made from wood, metal or plastic. The straw bales have the same shortcomings as (b) above. Research also shows that efforts to "stop the wind" can be expected to meet with little success in long-term control.

(d) Seeding and spraying with stabilizing agent. This method produces a thin "crust" to allow vegetation to germinate, but is very susceptible to damage by vehicles, wildlife, cattle and hikers. In the long term, failure could be expected for the same reasons as described in (b) above.

A significant factor in the selection process was to determine which method the land owners and land lessee supported. The principal owners are members of the Warm Springs Indian Agency. Working with their people during the project development and following with a tour of previous stabilization efforts they favored the mineral blanket/vegetative treatment.

The land lessee, Mr. Carl Kaser, a farmer with considerable first-hand experience in this area, provided the following statement before the Columbia River Gorge Commission:

> Inasmuch as it has been sometime since the Joint Gorge Commission hearing in The Dalles on February 10, and inasmuch as my testimony was not in written form, I would like to again submit to the Gorge Commission a resume of my testimony.
>
> To give you a little of my background, I farm and lease the property involved from the various Indian landowners. I have been involved in environmental concerns for many years. I supported the Friends of the Gorge and encouraged the development of the Gorge as a national scenic area. I testified in favor of the visual Columbia River boundary as specified in the revised statutes when hearing was held before the Planning Commission.

I do not testify for monetary gain as sometimes happens in cases of real estate developers. I am pleased that the Gorge Commission is holding hearings. I feel that interested people should have an input on things that government entities are doing.

I am pleased that Nancy Russell, Chairman of Friends of the Gorge, came to take a look at the dune problem from the rim above. I'm sure she has a different perspective and understands more, the necessity of stabilizing the dunes before planting the grass that she originally suggested along with sewage sludge treatment.

I would like to emphasize the majority of the dune involved is private property and belongs to verious Indians and the Warm Springs Tribal Council--their wishes must be the paramount consideration.

I have been in a position to observe that the problem of the dunes to the Highway Department and Union Pacific Railroad has been much worse in the last few years and will continue to get worse. The whole dune, which is essentially separate from the other dunes, has moved east leaving grass and rock outcroppings in its wake. Essentially, the offending dune is less than two-thirds the area it was from my first memory, the sand having piled up nearer the freeway or up the hill to the east. The Highway Department is not keeping up with removing the sand caused by its movement.

Originally, I was very much against gravel blanket with grass, as being too costly. Now after seeing other areas and by personal experience with dunes control on the rim above, I am very much for the gravel and grass as the only permanent solution.

We have controlled dunes on our personal property adjacent to the area with straw and grass. It is a continual battle. The wind will get started and whip a hole and a new dune will start. This method must be continually monitored. There is one area in Morrow County where experiments in straw, sludge and grass were used and it controlled the dune for a year or two. The work area was not monitored and they tell me it is now a dune again.

Fire is a distinct possibility and common occurrence along the freeway. If an area covered with straw and seeded to grass would burn, it could wipe out most of the project and the dune would go back to its original form. Fire in 1964 burned an area east of the dunes and the dunes spread. Now much has naturally reseeded and the upper dunes are smaller than they were.

The problem of off-road vehicles--three wheelers and other vehicles tear up grass seedlings and natural grass. The State can't and we can't continually patrol the area. It is still used despite the Highway Department's "No Motorized Vehicle" signs.

Different dunes are controlled different ways. On the coast where rainfall is heavy it is relatively easy to control dunes with straw grass and sludge. In the Hermiston area where rainfall is only about 7 inches a year, grass even with gravel does not grow very large. In The Dalles, with rainfall of about 12 inches, the natural grasses do better as you can see from the freeway.

I ask the Gorge Commission to approve the Highway Department plan. The fact that the Union Pacific Railroad, a tax-paying entity, will pay one-third the cost, should verify the necessity of controlling the affected dunes.

I feel the Highway Department has done an excellent job of planning. There will be no disturbance of the area outside the dune involved. The crushed rock will come from the center of the dune and the area will be covered with sand. I am confident grass will do well--natural grass has covered the gravel beds adjacent to Fifteen Mile Creek without reseeding. Reseeding would accelerate the grass cover.

In the 1940's, the Union Pacific Railroad covered about four or five acres of the dunes with asphalt emulsion, part of which is still visible, to protect their tracks which were then on the south side of the highway. In 1973, the Highway Department covered part of the area near the freeway with straw and grass plantings. In each case, some areas of the dunes were altered. To my knowledge, no objections were made and few people even noticed.

I do not believe returning the area to native grass, with crushed rock to insure that it will not be blown out, will detract from the unique and special beauty of the Columbia River Gorge.

I commend you as individuals for your time, thought and effort in serving on the Gorge Commission.

So summarize; the final selection was based on a technical understanding of sand dunes, review of available research projects in the area, and input from interested parties, land owners, and agencies directly involved.

VII. PROPOSED STABILIZATION PLAN

a. Mineral Blanket
b. Vegetative Cover

THE DALLES SAND DUNE CONTROL PROJECT

VII. PROPOSED STABILIZATION PLAN

Mineral Blanket - The contract work will involve several phases. First, will be the development of access roads within the dune followed by rounding of the steep faces as shown in Figure 1. Producing the aggregate for the mineral blanket and reclaiming the site will be done as shown on the "Proposed Quarry Site X-Section". (See page 34) This will be followed by placing the mineral blanket and aerial reseeding. The crushed aggregate shall have a maximum size of 1½ inches and placed in a thin layer by a method to be selected by the contractor and approved by the Highway Division.

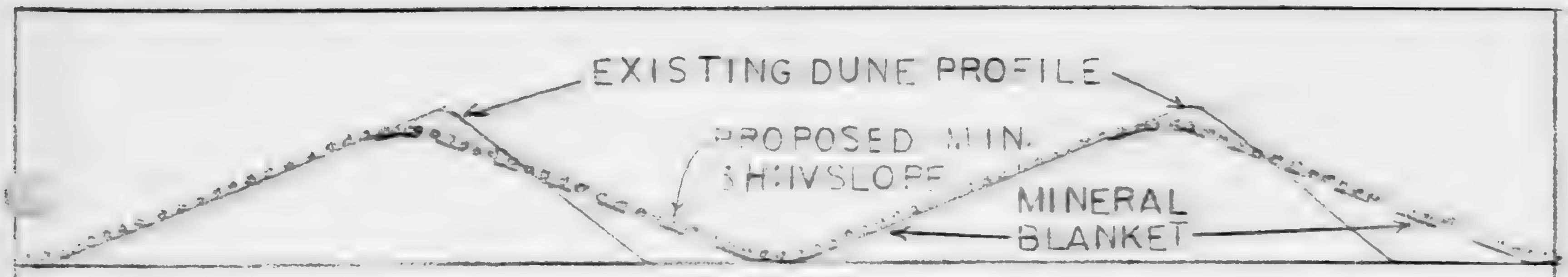
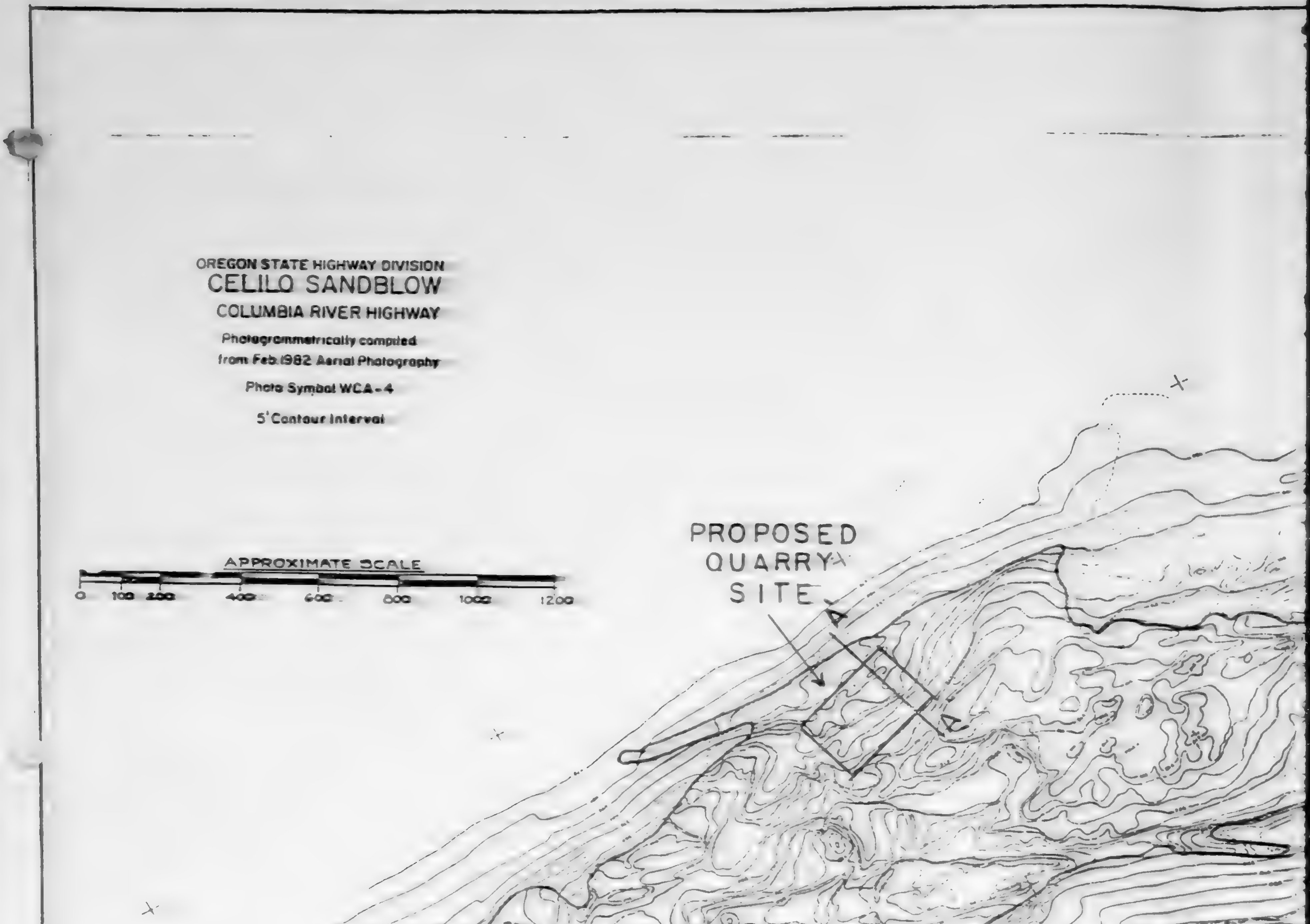


FIGURE 1
DUNE ROUNDING TO FACILITATE PLACING OF MINERAL BLANKET.

Vegetative Cover - The selected vegetation procedure involves six different types of treatment depending on specific characteristics of the dune. These treatment areas and types are shown on the "Sand Dunes Stabilization" plan, page 35. Different treatments were used because of variations in wind exposure, steepness of slopes, moisture conditions, livestock exposure, accessibility to area, and visual impact.

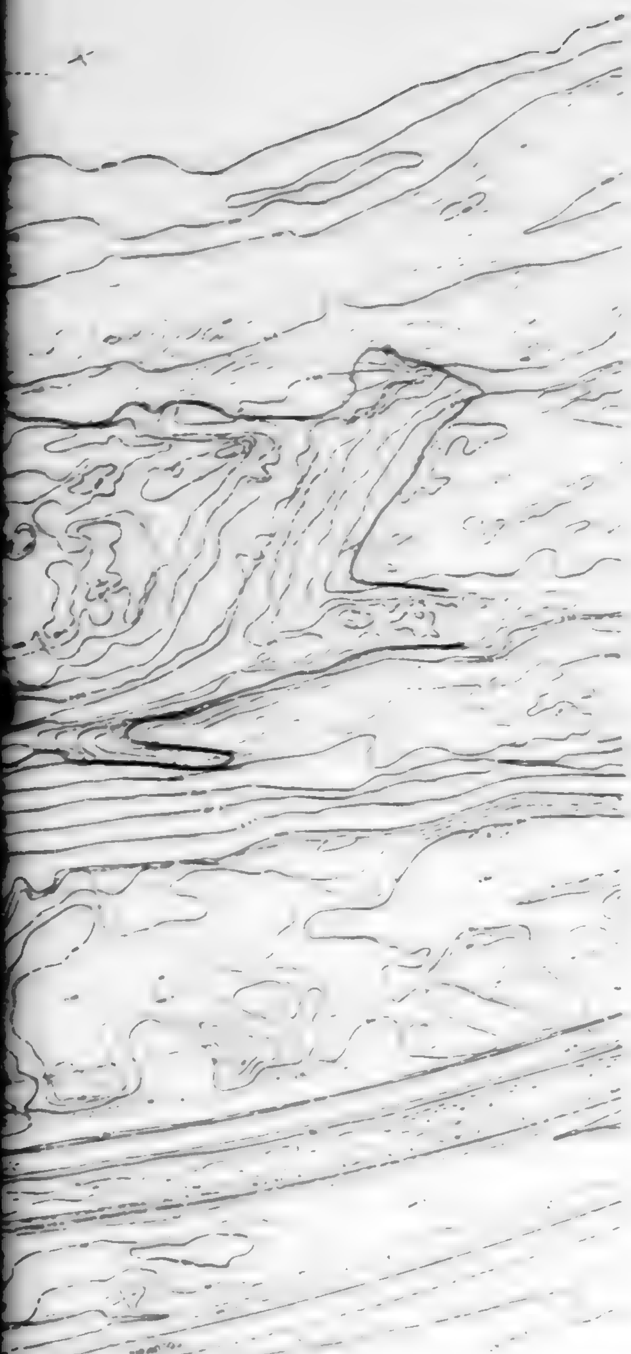
The major type of treatment involves placing a thin layer of crushed aggregate over the sand followed by seeding and fertilizing. The second largest treatment type is used on that area immediately adjacent to the highway. This area will be seeded and fertilized, covered with straw mulch which is punched into sand by a special roller, and reseeded. The natural



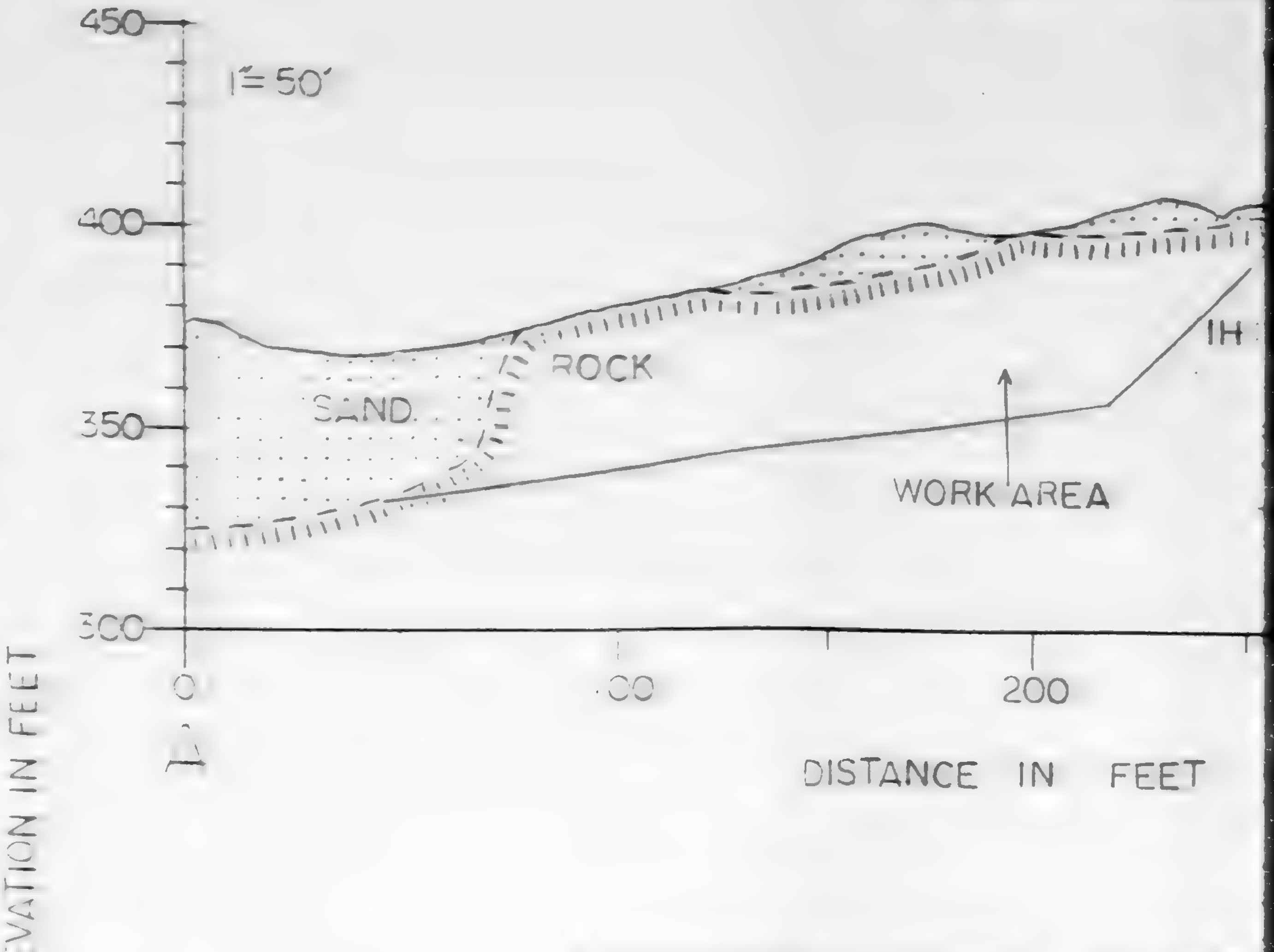
OREGON STATE HIGHWAY DIVISION
CELILO SANDBLOW
COLUMBIA RIVER HIGHWAY
Photogrammetrically compiled
from Feb. 1982 Aerial Photography
Photo Symbol WCA-4
5' Contour Interval

APPROXIMATE SCALE
0
100
200
400
600
800
1000
1200
PROPOSED
QUARRY
SITE
A
A

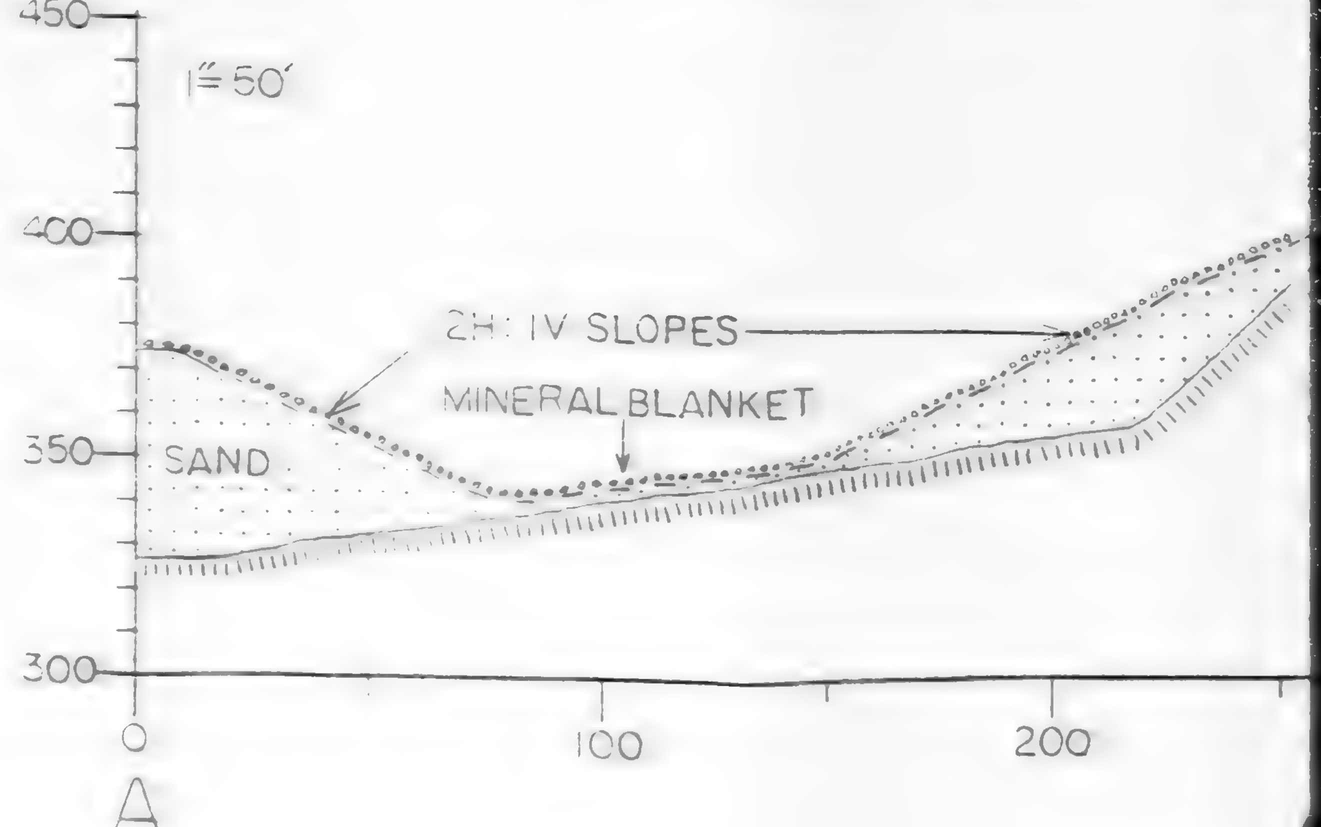
PROPOSED QUARR



PRESENT X-SEC

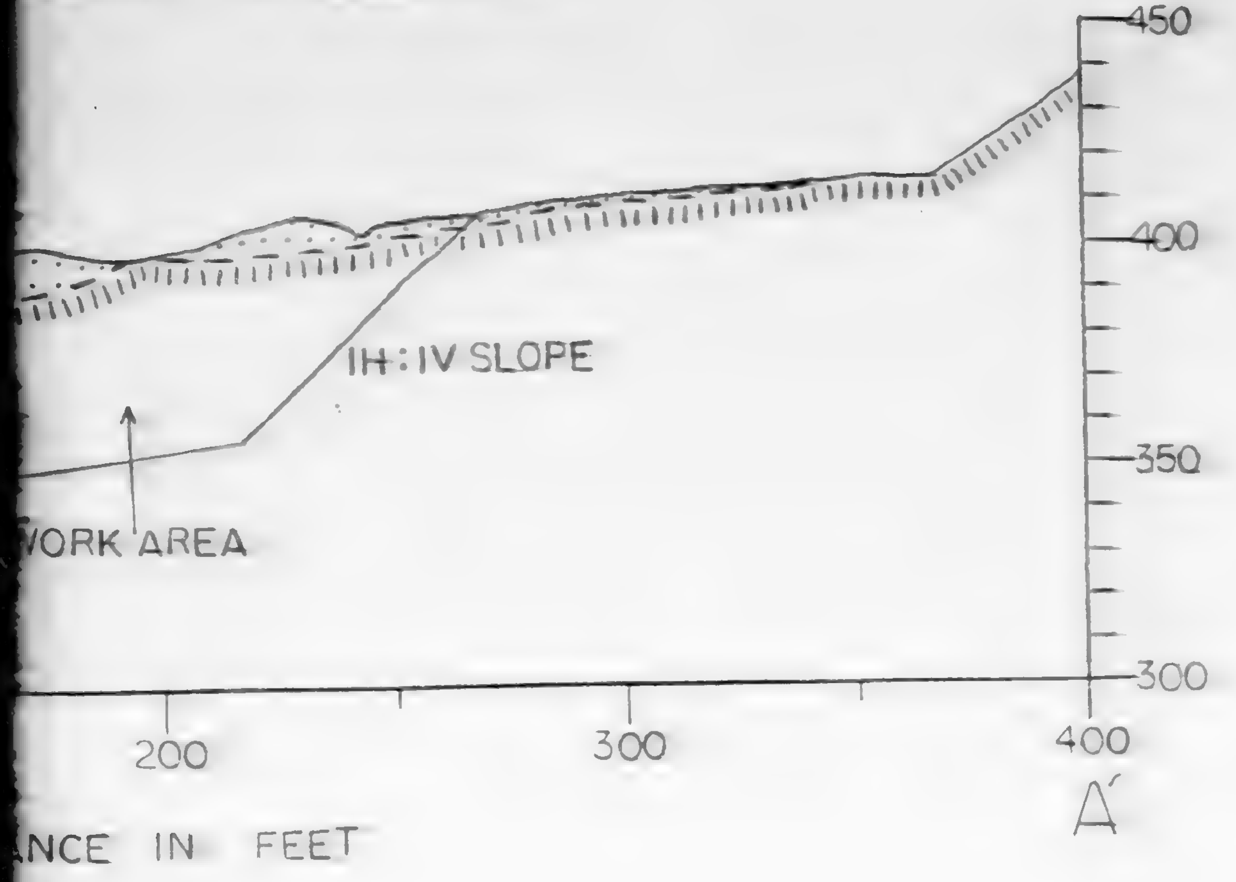

450
1" = 50'
400
350
300
ROCK
SAND
1H
WORK AREA
0
100
200
A
DISTANCE IN FEET
ELEVATION IN FEET

PROPOSED FINAL X-SEC

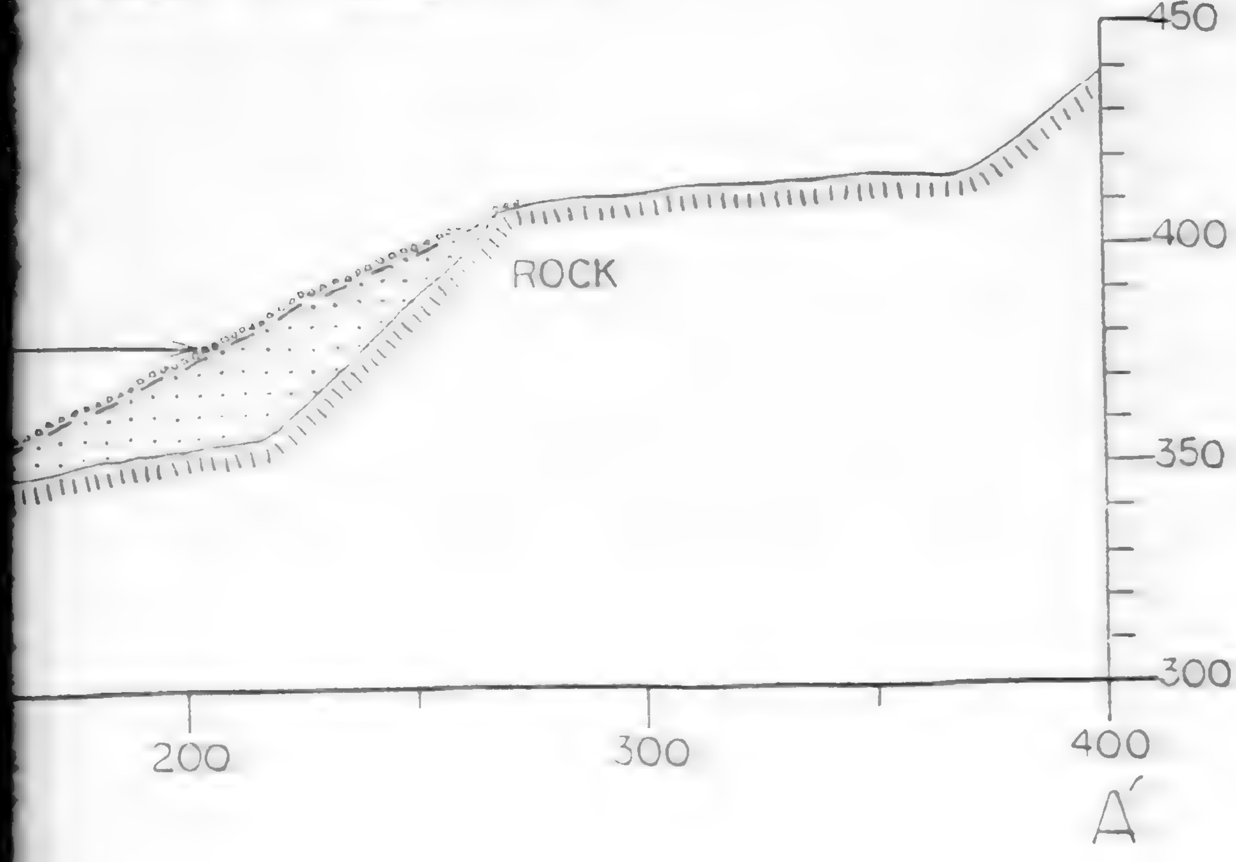

450
1" = 50'
400
350
300
2H : 1V SLOPES
MINERAL BLANKET
SAND
0
100
200
A

ED QUARRY SITE

SENT X-SECTION


450
400
350
300
IH : IV SLOPE
WORK AREA
200
300
400
A´
ANCE IN FEET

FINAL X-SECTION


450
400
350
300
ROCK
200
300
400
A´

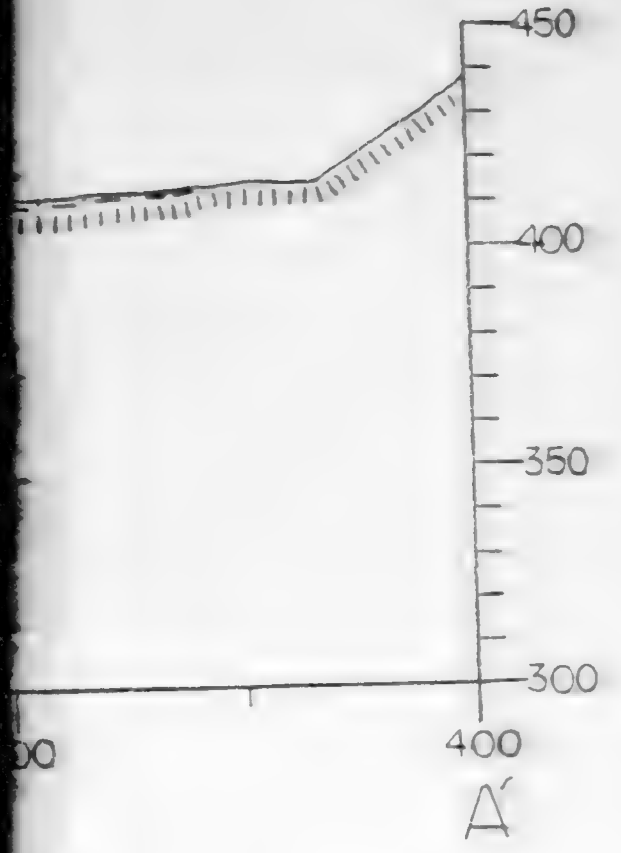
OPERATING SPECIFICAT

1. QUARRY OPERATIONS SHALL B
TO WITHIN THE EXISTING SAN
AREA; NO DISTURBANCE SHAL
OUTSIDE THE EXISTING DUNE A

2. SAND SHALL BE STRIPPED AW
THE ROCK BODY, AND STORED
RECLAMATION.

3. ROCK SHALL THEN BE QUARR
CRUSHED TO PRODUCE THE M
BLANKET.

4. AFTER CRUSHING HAS BEEN
ALL EQUIPMENT AND DEBRIS
REMOVED, THE STORED SAND
BACK OVER THE FLOOR AND
THE QUARRY, THEN STABILIZE
MINERAL BLANKET TO CONFO
REST OF THE SAND DUNE SU



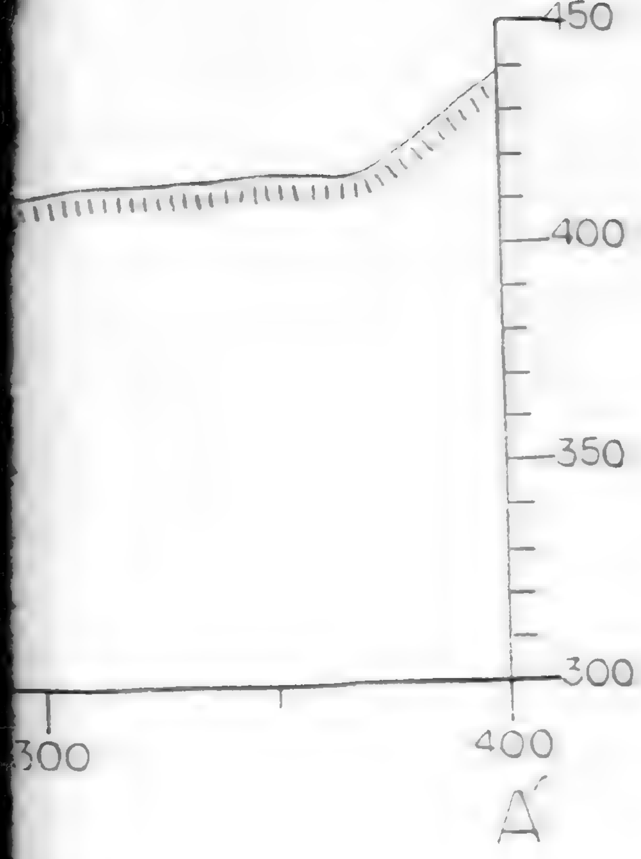
OPERATING SPECIFICATIONS:

1. QUARRY OPERATIONS SHALL BE CONFINED TO WITHIN THE EXISTING SAND DUNE AREA; NO DISTURBANCE SHALL BE ALLOWED OUTSIDE THE EXISTING DUNE AREA.

2. SAND SHALL BE STRIPPED AWAY TO EXPOSE THE ROCK BODY, AND STORED FOR FINAL RECLAMATION.

3. ROCK SHALL THEN BE QUARRIED AND CRUSHED TO PRODUCE THE MINERAL BLANKET.

4. AFTER CRUSHING HAS BEEN COMPLETED, ALL EQUIPMENT AND DEBRIS SHALL BE REMOVED, THE STORED SAND SPREAD BACK OVER THE FLOOR AND SLOPES OF THE QUARRY, THEN STABILIZED WITH THE MINERAL BLANKET TO CONFORM WITH THE REST OF THE SAND DUNE SURFACE.



SAN

LEGEND

① MINERAL BLANKET OVERSEEDED WITH GRASS SEED MIX.

② GRASS SEEDING WITH STRAW MULCH. STRAW MULCH TO BE PUNCHED IN WITH A MODIFIED SHEEPSFOOT ROLLER.

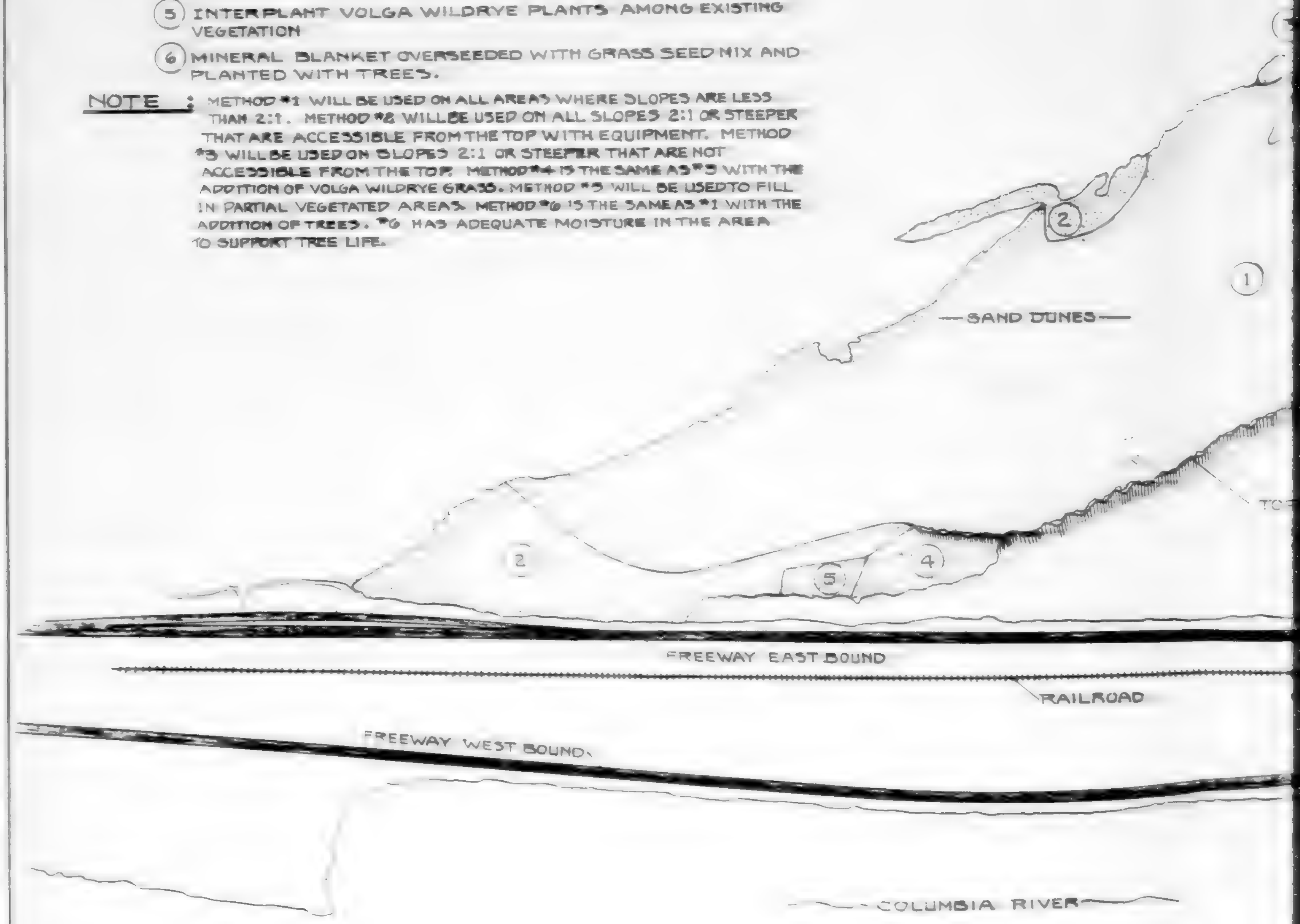
③ GRASS SEEDING WITH STRAW MULCH COVERED WITH NETTING.

④ GRASS SEEDING WITH STRAW MULCH COVERED WITH NETTING AND OVER PLANTED WITH VOLGA WILDRYE PLANTS.

⑤ INTERPLANT VOLGA WILDRYE PLANTS AMONG EXISTING VEGETATION

⑥ MINERAL BLANKET OVERSEEDED WITH GRASS SEED MIX AND PLANTED WITH TREES.

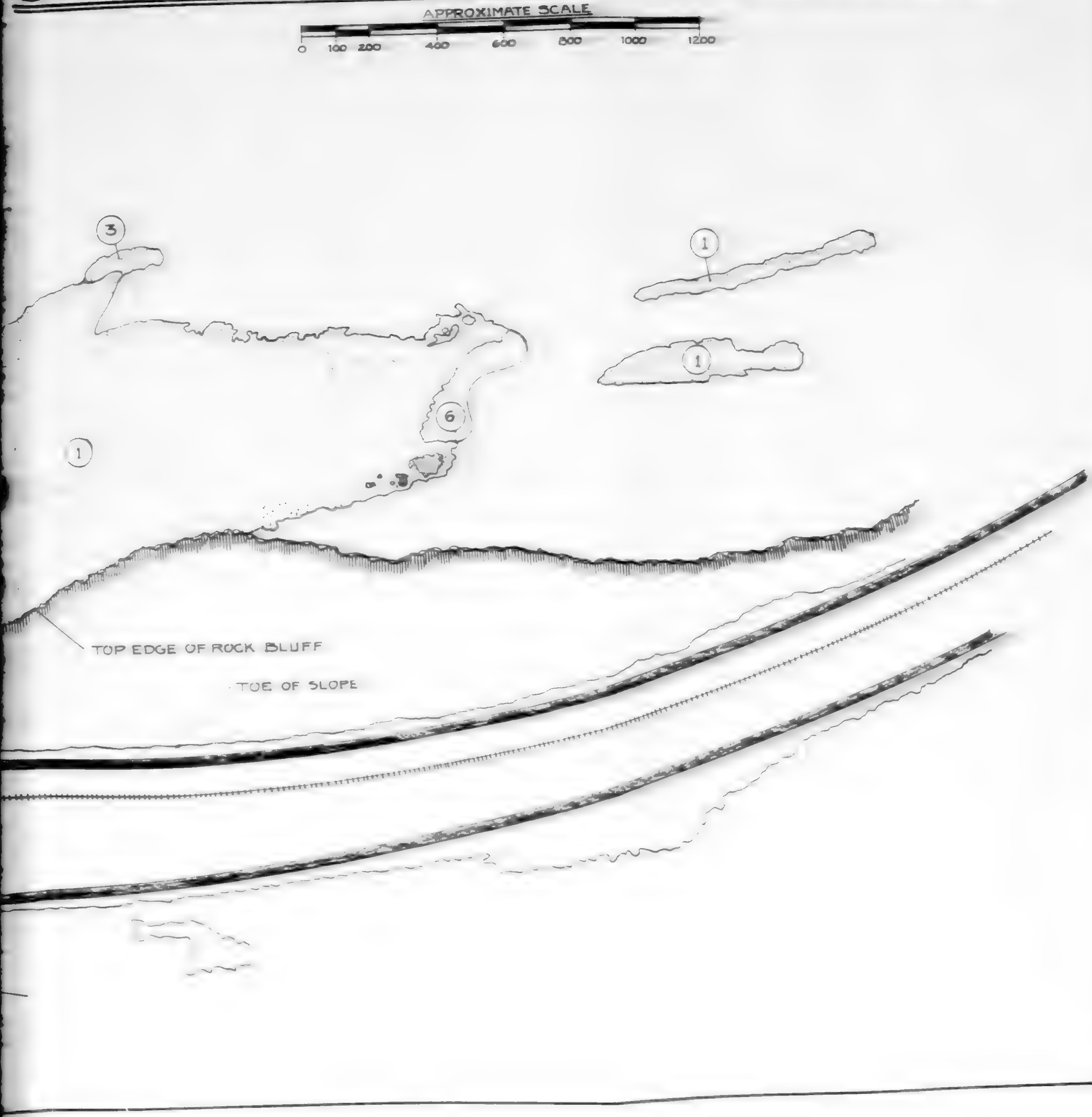
NOTE : METHOD #1 WILL BE USED ON ALL AREAS WHERE SLOPES ARE LESS THAN 2:1. METHOD #2 WILL BE USED ON ALL SLOPES 2:1 OR STEEPER THAT ARE ACCESSIBLE FROM THE TOP WITH EQUIPMENT. METHOD #3 WILL BE USED ON SLOPES 2:1 OR STEEPER THAT ARE NOT ACCESSIBLE FROM THE TOP. METHOD #4 IS THE SAME AS #3 WITH THE ADDITION OF VOLGA WILDRYE GRASS. METHOD #5 WILL BE USED TO FILL IN PARTIAL VEGETATED AREAS. METHOD #6 IS THE SAME AS #1 WITH THE ADDITION OF TREES. #6 HAS ADEQUATE MOISTURE IN THE AREA TO SUPPORT TREE LIFE.



[illegible] NO 734-1703

CELILO SAND STABILIZATION PROJ. COLUMBIA RIVER HWY. WASCO COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SAND DUNES STABILIZATION


APPROXIMATE SCALE
0
100
200
400
600
800
1000
1200
3
1
1
6
1
TOP EDGE OF ROCK BLUFF
TOE OF SLOPE

terrain protects this area from the direct wind force and it is further protected from livestock grazing by the right of way fence. This treatment will reduce the initial short-term visual impact and has successfully been used on the adjacent slopes. The remaining treatment types address special problems of access or take advantage of moisture or existing growth on the dune perimeter.

The list of plant species was selected with the cooperation of the Soil Conservation Service, Highway Division Agronomist and Landscape Architect. References used were "Characteristics of Plants Used in Western Reclamation" second edition by Stephen G. Long, "Oregon Interagency Recommendations for Conservation and Forage Seedings", a list of "Reclamation and Environmental Grasses" by the Vaughan-Jacklin Corporation and plant material technical data sheets prepared by the Soil Conservation Service.

The list contains both native and introduced species. The use of all native plants in the dune area is limited by the availability of seed, unfavorable sight conditions which may require several years of change before a suitable germination situation exists, and the fact that some grass seeds such as Indian Ricegrass take as long as 5 to 7 years to germinate. In order to stabilize the dune, we need assurance that the grasses used will establish quickly and provide the needed cover.

Several of the grasses selected for use are improved varieties of plants native to the area. The improved selections have been generally toward a more drought tolerant plant. Introduced varieties of grass used in the mix have characteristics similar to the drought tolerant natives, are compatible with native species, and blend harmoniously with the existing environment.

Yellow Sweet Clover, a deep-rooted legume in the mix will eventually provide some nitrogen for the grasses. The Antelope Bitterbrush and the tree planting near the wet area at the west end of the dune have been added as enhancement for wild-life around the dune area. Once the dune is established, additional native vegetation from the surrounding area will establish within the dune area.

Following is a list of plants selected for seeding or planting as part of the dune stabilization project:

Common Name	Botanical Name	N* I*	Seeding Rate In Pounds Per Acre
Crested Wheatgrass	Agropyron desertorum	I	5
Pubescent Wheatgrass	Agropyron trichophorum	I	10
Siberian Wheatgrass	Agropyron sibiricum	I	10
Critana Thickspike Wheatgrass	Agropyron dasystachyum 'critana'	N	15
Nezpar Indian Ricegrass	Oryzopsis hymenoides 'nezpar'	N	10
Covar Sheep Fescue	Festuca ovina 'covar'	I	2
Needle-and-Thread	Stipa comata	N	5
Sherman Big Bluegrass	Poa ampla 'sherman'	N	5
Yellow Sweetclover	Melilotus officinalis	I	2
	TOTAL		64
Antelope Bitterbrush	Pursia tridentata	N	To be determined by availability
Volga Wildrye	Elymus giganteus, vahl	I	12" O.C. 2 culms/hill

*N = Native Species
*I = Introduced Species

A commercial fertilizer containing 16 percent nitrogen, 20 percent phosphorus, 0 potassium, and 9 percent sulphur will be applied at the rate of 275 pounds per acre. A soil test has been sent to Oregon State University Soil Testing Laboratory for analysis. If the soil analysis shows a need to revise the fertilizer recommendation, appropriate changes will be made.

Areas indicated as Treatment Number 2, 3, and 4 on the Stabilization Plan are too steep to apply a mineral blanket satisfactorily. These areas will be mulched with a straw mulch at the rate of 2½ tons per acre. In Treatment Number 2, the straw will be punched into the sand with a sheepsfoot roller especially designed for this work. In Treatment areas 3 and 4, the straw will be covered with a netting to prevent it from blowing away. The seed mixture and fertilizer application used in Treatment Area 1 will also be used in these treatment areas.

All of Treatment Area No. 1 will be seeded and fertilized by helicopter. This method will be utilized to prevent equipment from disturbing the mineral blanket after it has been placed. Treatment areas where straw mulch will be applied will be seeded with a hydroseeder. One-half of the seed will be applied prior to application of the mulch and the other half of the seed and all of the fertilizer will be applied after the straw has been punched in or covered with netting. Areas 4 and 5 will require hand planting of the Volga Wild Ryegrass plants. The trees in Area 6 will all require hand planting.

Spot reseeding and refertilization may be required in areas that have not established a satisfactory stand of grass. A second retreatment with fertilizer should be accomplished two years after seeding to promote good root development so the vegetative cover will be better able to withstand drought.

The Soil Conservation Service will monitor the establishment of the grass cover and will control livestock grazing access through an agreement with the lessee. The Soil Conservation Service will also determine when the grasses have become established to the point where livestock grazing will not damage the vegetative cover.

APPENDIX

THE DALLES SAND DUNE CONTROL PROJECT

ACTIVE SAND DUNES

The Dalles Area

While the remaining sand dunes may not be as large as the dune at M.P. 92.5 that we propose to stabilize, there are a number between Hood River and Biggs and they are noted herein:

(1) M.P. 71.2: This site lies northerly of the U.P.R.R. tracks between the tracks and the river.

(2) M.P. 73.2: This site is on the Washington shore and is visible from the Memaloose Safety Rest Area.

(3) M.P. 79 to M.P. 80: This site lies primarily between the U.P.R.R. tracks and the river. The easterly end is adjacent to I-84 at M.P. 80.

(4) M.P. 82.3: This site is on the Washington shore.

(5) M.P. 85.5: This site is near The Dalles Airport across the river from The Dalles.

(6) M.P. 93.0: Small dunes on the island in the Columbia River adjacent to the dunes by the freeway.

(7) M.P. 102.0: There are a number of fairly good sized dunes on Miller Island, which lies between the Deschutes River and Biggs.

(8) M.P. 104.3: This site is adjacent to I-84 near Biggs, Oregon.

These represent the more noticeable dunes in this area. There are, undoubtedly, numerous smaller dunes lying unnoticed.

OREGON STATE HIGHWAY DIVISION MAINTENANCE COSTS

The Dalles Sand Dune Removal Costs

Year	Days Worked	Cubic Yards Removed	Cost
1978 (6 mos.)	15 days	4,500 cu. yds.	$10,000
1979	25 days	7,000 cu. yds.	17,500
1980	38 days	11,000 cu. yds.	27,000
1981	50 days	18,000 cu. yds.	39,500
Estimated Future Costs			
1986			59,396
1991			100,000

Tabulation of Shifts-Blow Sand Removal, 1981

March	4
	5
	6
	9
	16
	23
	24
April	3
	6
	7
	8
	9
	14
May	21
	27
	28
	29
June	1
	2
	3
	4
July	1
	9
	13
	16
	27
	28
	29
	30
August	3
	4
	18
September	1
	8
	9
	11
	14
	15
	17
	21
	22
	23
	24
	25
October	26
	27
	28
	29
	30
November	2

RECLAMATION AND ENVIRONMENTAL GRASSES

the VAUGHAN-JACKLIN corporation

Enclosed prices are basis 100# minimum order, FOB Shipping Point. For larger quantity quotations, please ask for special "quantity discount" prices. Grass items quoted are subject to availability at time of order. We warrant to the extent of the purchase price that seeds sold are as described on the container within recognized tolerances. Seller gives no other warranty expressed or implied.

Contact Your Seed Representative At:

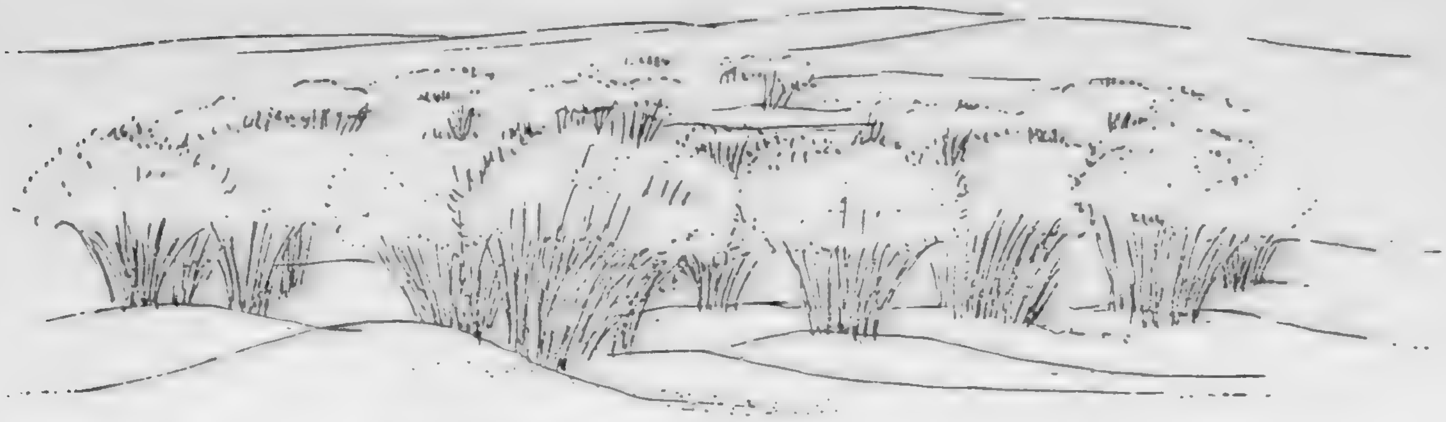
The Vaughan-Jacklin Corporation
5300 Katrine Avenue
Downers Grove, IL 60515

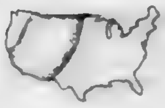
1701 Cabin Branch Road
Landover, MD 20785

Chimney Rock Road
Bound Brook, NJ 08805

E. 8803 Sprague Avenue
Spokane, WA 99213

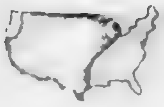
SAND STABILIZING PLANTS





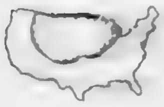
INDIAN RICEGRASS

Oryzopsis hymenoides. 10" min. rainfall, adapted to sandy sites and infertile soils. Not for initial stabilization of active dunes. Little commercial seed production. Seed collected from native stands often has low germination. Cool season bunchgrass.



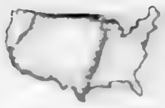
NEEDLE AND THREAD

Stipa comata. 15-17" min. rainfall, cold tolerant, important range grass, adapted to sandy sites, seed collected from native stands.



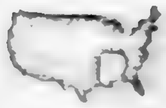
PRAIRIE SANDREED

Calamovilia longifolia. 12-15" min. rainfall, also called Sandgrass and Sand Reedgrass. Warm season, tends to replace Sand Bluestem during drought periods. Little commercial production. Native stands found on lake shores, great plains.



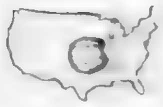
SAND BLUESTEM

Andropogon hallii. Warm season, readily invades blowouts (active dunes, etc.) and assists in stabilizing them. It grows typically in large patches, spreading rapidly by rhizomes. Withstands considerable grazing and provides palatable and nutritious hay.



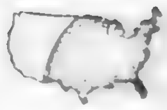
SAND DROPSEED

Sporobolus cryptandrus. Warm season bunchgrass, adapted to dry, sandy soils (8-10" min. rainfall), not recommended for range or pasture use.



SAND LOVEGRASS

Eragrostis trichodes. Warm season bunchgrass, abundant and important range grass on sands and choppy sand sites. Not as valuable in initial stabilization of active blowouts as Blowout Grass, Sand Bluestem, or Sandhill Muhly. Performs well on all but the dryest soils (min. rainfall 12-14"). High seedling vigor, establishes quickly. Nebraska 27 is much more cold tolerant than Bend.



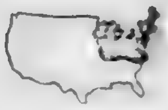
SWITCHGRASS

Panicum virgatum. Warm season sod former, not drought tolerant. Varieties available.

NOTE
Drought tolerance may vary with local climatic conditions, soil type (and moisture holding capacity), and summer rainfall occurrence. Fall planting with low seeding [illegible] a moisture-holding mulch will aid stand establishment.

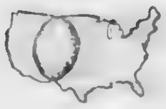
THE VAUGHAN-JACKLIN CORPORATION

VALUABLE SAND STABILIZING GRASSES NOT COMMERCIALLY AVAILABLE



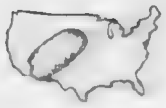
BEACHGRASS

Ammophila species. Winter hardy perennial adapted to cool conditions. Grows in moderately acid to neutral soils, tolerates high salinity. Needs moist to very moist, shallow to deep, fine to loamy sands. Planted vegetatively as no seed is available.



BLOWOUT GRASS

Redfieldia flexuosa. Warm season, natural habitat is loose, windblown sands. Of major importance in the stabilization of active blowouts, where it may be found in almost pure stands with Lemon Scurfpea and Sandhill Muhly. Spreads rapidly by rhizomes. As the blowout begins to stabilize, grasses such as Sand Bluestem, Prairie Sandreed, Sand Lovegrass, and others take over. Protect from grazing so as to maintain sand stabilization. Little or no commercial production.



SANDHILL MUHLY

Muhlenbergia pungens. Warm season, large rhizomes, combines with Blowout Grass and Lemon Scurfpea in providing preliminary stabilization of active blowouts. It is replaced as sands are controlled. Little or no commercial production.

NOTE.
Drought tolerance may vary with local climatic conditions, soil type (and moisture holding capacity), and summer rainfall occurrence. Fall planting with low seeding rate and a moisture-holding mulch will aid stand establishment.

(To Agent)

OREGON STATE UNIVERSITY — SOIL TESTING LABORATORY
CORVALLIS, OREGON 97331

LAB NO. 019-073
~~(1424)~~

BACKGROUND INFORMATION

SAND DUNE	50	WASCO	3 11	3 16	3/29/82	NATIVE PASTURE	
FIELD NAME OR NO.	ACRE	COUNTY	SAMPLE DATE	REC'D DATE	COMP. DATE	CROP TO BE GROWN	YIELD POTENTIAL

	WELL	SAND	HILL	MIN	///	0-06	///////////	378-6528	NO
SOIL SERIES	SOIL DRAINAGE	SOIL TEXTURE	TOPOGRAPHY	LAND TYPE	PLOW DEPTH	SAMPLE DEPTH(S)	LEGAL DESCRIPTION	GROWER PHONE	ASCS COPY

SOIL TEST FOR: GROWER	ADDITIONAL COPY TO:	COUNTY AGENT
ORE ST HIGHWAY DIVIS. %J. HAY/ PO BOX 14030 SALEM,OR 97310	R.S. HAWKINS ORE ST HIGHWAY DIV. 3313 NE FRONTAGE RD THE DALLES,OR 97058	WASCO CO. EXTENSION CTHSE ANNEX- BOX 821 THE DALLES,OR 97058 296-5494

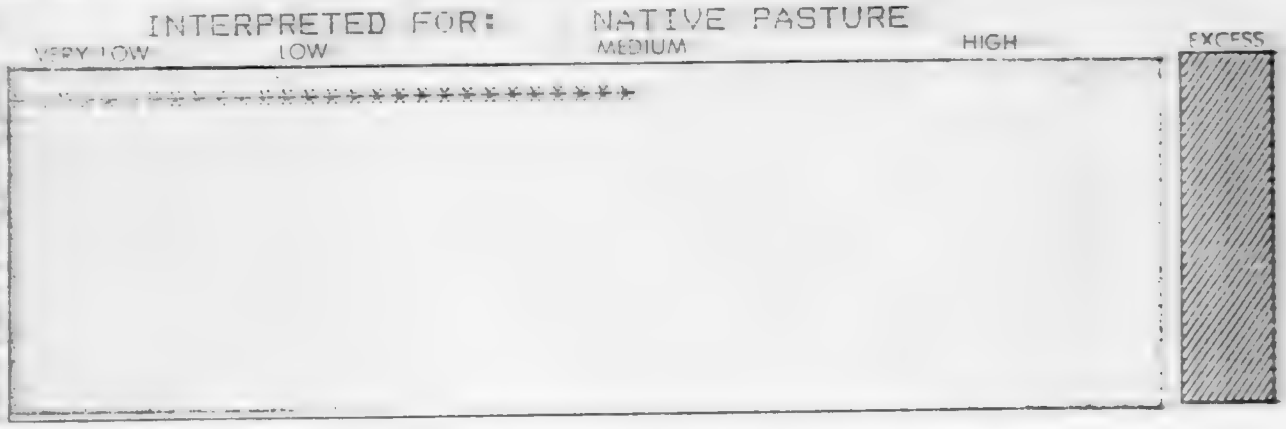
NOTHING	NONE	Nw				NO						NEV		
PAST CROP	YIELD OF PAST CROP	YEAR EST	% LEGUME	MANURE TYPE	MANURE T/A	IRRIG	PAST FERTILIZER N	PAST FERTILIZER P_2O_5	PAST FERTILIZER K_2O	SULFUR TYPE	SULFUR LBS/A	LIME YR AGO	LIME T/A	OTHER NUTRIENTS

GROWER COMMENTS
SAMPLE FROM THE DALLES SAND DUNE.OSHD TO STABILIZE DUNE W/ GRASSES.

SOIL TEST RESULTS

INTERPRETED FOR: NATIVE PASTURE

pH		7.0
PHOSPHORUS	(P) PPM	4
POTASSIUM	(K) PPM	70
CALCIUM	(Ca) MEQ/100g	3.60
MAGNESIUM	(Mg) MEQ/100g	1.20



			0.20											4.98
SMP	B PPM	Na MEQ/100g	SOL. SALTS MMHOS/CM	NH_4-N PPM	NO_3-N PPM	SO_4-S PPM	Zn PPM	Cu PPM	Mn PPM	EXCH Na MEQ/100g	CEC MEQ/100g	TN %	OM %	TOT BASES MEQ/100g

GUIDE TO FERTILIZATION

[illegible] A	[illegible] A	P_2O_5 LBS/A	[illegible] LBS/A	[illegible] LBS/A	[illegible] A

1. PLEASE ADDRESS QUESTIONS TO THE COUNTY EXTENSION AGENT LISTED ABOVE.

The Soil Test indicates very low levels of phosphorous and potassium. I would recommend 80 pounds of P_2O_5 and 150 pounds of potash per acre. In addition, this sand probably has little or no nitrogen, so a minimum application of 40 pounds of nitrogen would probably be beneficial.

GROWER COPY
READ MATERIAL ON BACK

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE April 12, 1977

TO Carl Williams
Region Engineer

FROM H. S. Coulter
State Highway Engineer

SUBJECT Disposal of Drift Material
Columbia River Highway (I-80N)
Wasco County

The Federal Highway Administration has declined to participate with Interstate funds in any effort to stabilize the sand dune that is the source of the drift material on I-80N near The Dalles.

This material is too fine for commercial use, and the Corps of Engineers, U. S. Forest Service and ODOT Parks Branch have stated that they have no use for it.

The U. S. Fish and Wildlife Service has refused to allow disposal of the material into Deschutes Ponds 1 and 2. This blocks our application to the Corps of Engineers for a Section 404 fill permit, even though the disposal of the material in this manner had been approved by the Division of State Lands.

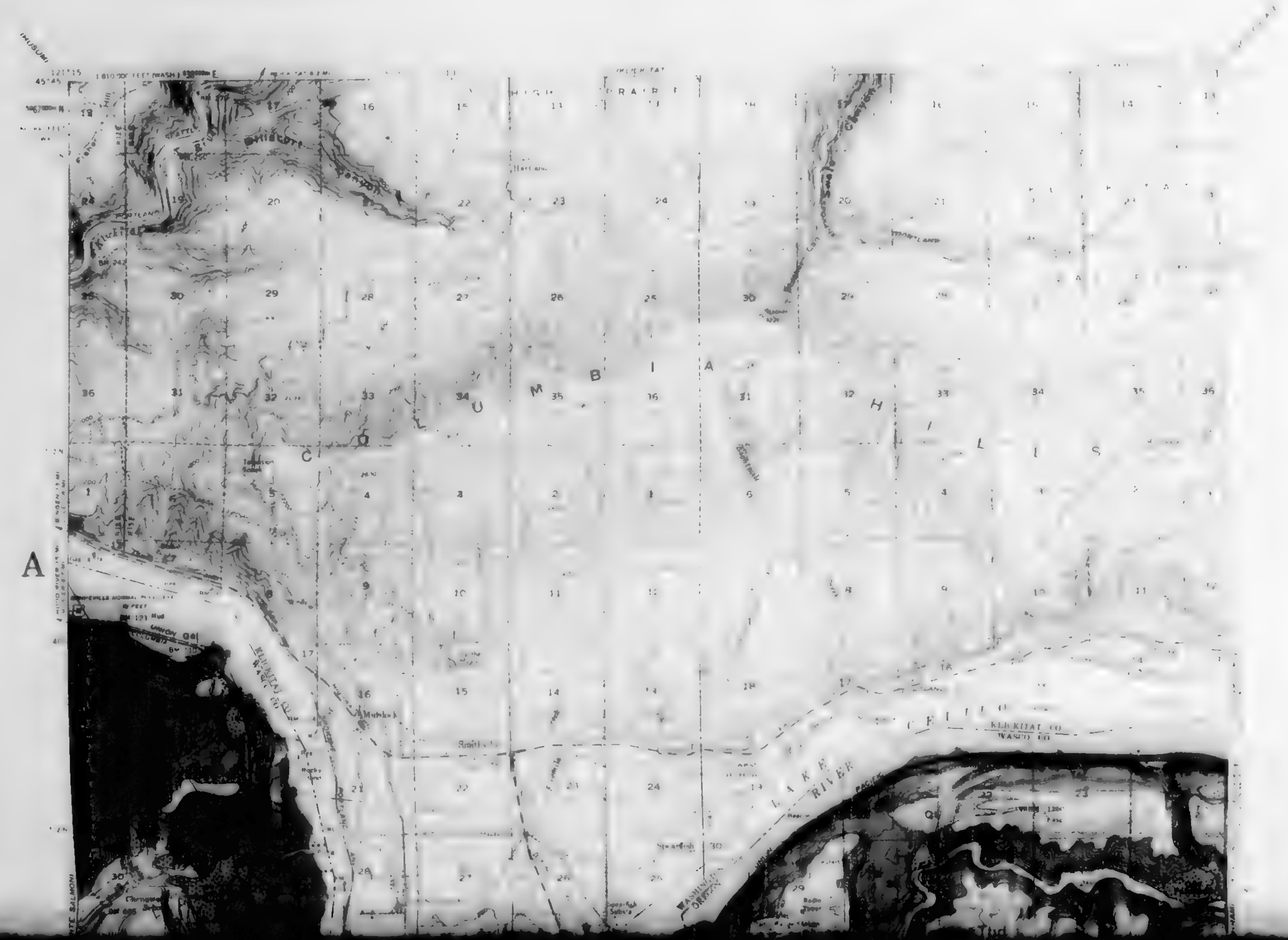
In view of strong opposition by a federal agency to the proposed disposal method, the Corps of Engineers has requested that the Section 404 permit application submitted by District Engineer R. S. Hawkins be withdrawn. Unless your office has other ideas that might lead to softening the position of the U. S. Fish and Wildlife Service, we also suggest that the application be withdrawn. This leaves us to find another method of disposal of the drift material in an acceptable manner.

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Gary A. Potter
J. H. Versteeg
Frank E. Terpin
L. W. Rulien
Dave Talbot
L. E. George
D. H. Moehring

BULLETIN 91 GEOLOGIC HAZARDS of NORTHERN HOOD RIVER, WASCO, and SHERMAN COUNTIES OREGON

GEOLOGIC MAP
of the
THE DALLES QUADRANGLE
OREGON

STATE OF OREGON
DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES
R E CORCORAN STATE GEOLOGIST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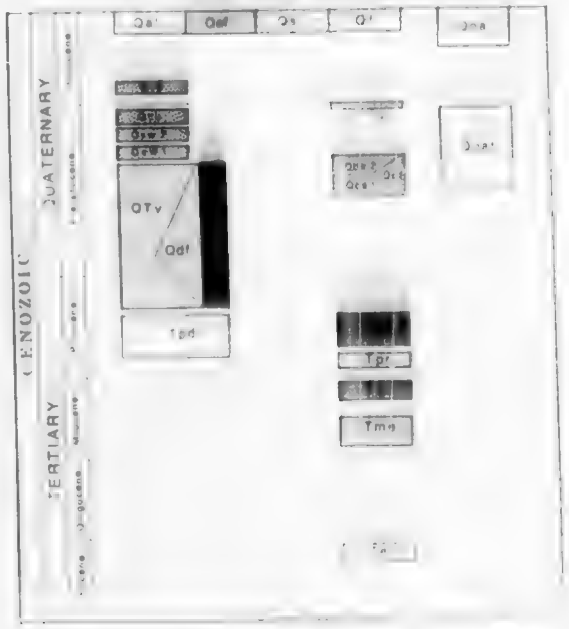
WASCO CO.
WASHINGTON
OREGON

CHRONOLITHOGRAPH
(TIME ROCK CHART)


CENOZOIC
QUATERNARY
TERTIARY
Qal
Qaf
Qs
Qf
Qoa
QTv
Qdf
Tpd
Tpr
Tmo

EXPLANATION

Qal

Qoa

Qaf

Qoah

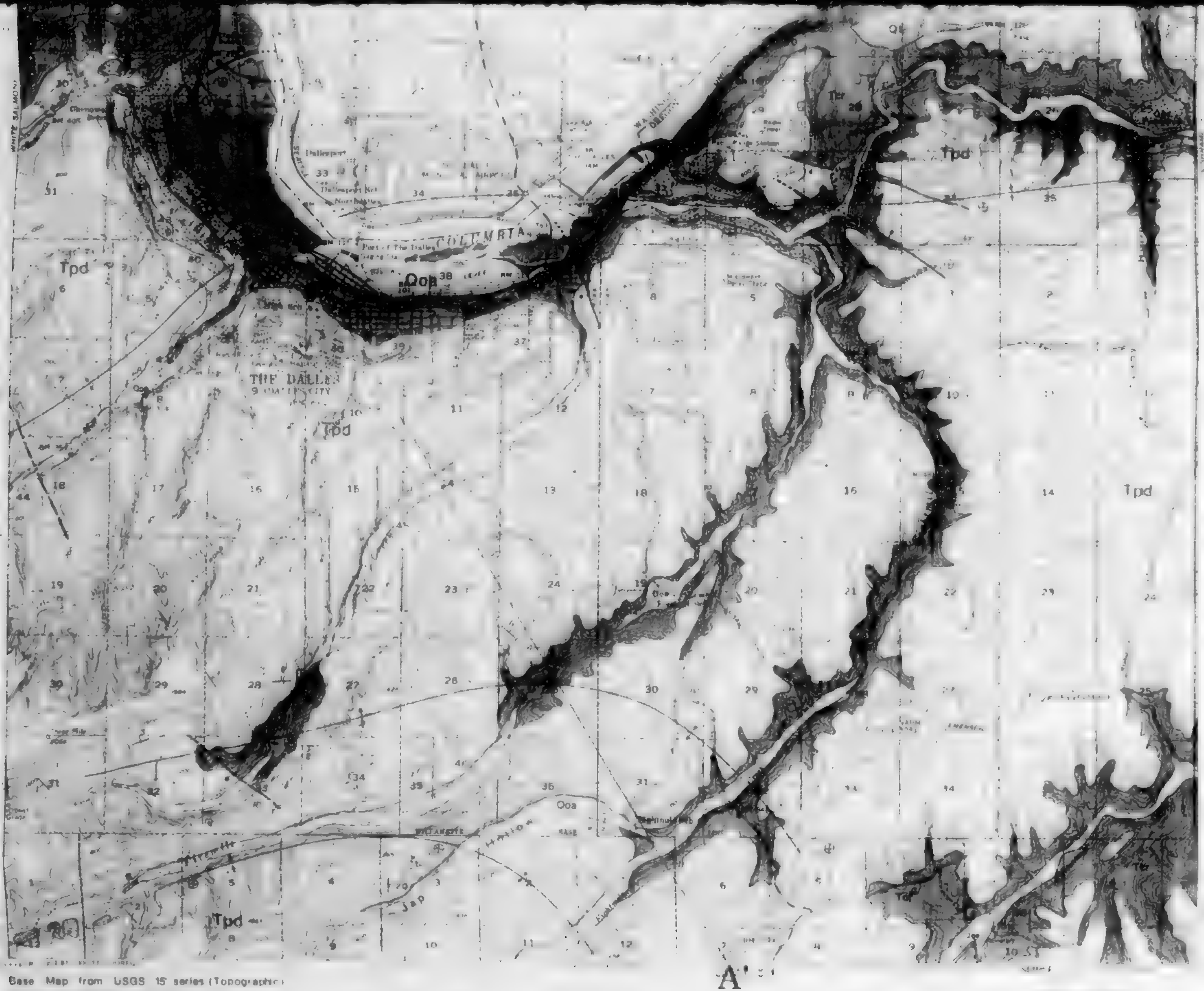
Wind deposits

Qs

Slide deposits [illegible]

Qf

Quaternary thick [illegible] accumulating at base of cliffs primarily by rockfall and rock slide, estimated [illegible] greater than [illegible] feet [illegible] numerous associated hazards


WHITE SALMON
Dallesport
Port of The Dalles
COLUMBIA
THE DALLES
Tpd
Qoa
Qt
Tp
Jap
A'

Base Map from USGS 15' series (Topographic)

Polyconic projection. 1927 North American datum

Oregon-Washington boundary by interstate agreement

Qoah

Qs

Qt

Pleistocene flood deposits

Qof
Qf

Bedrock Geology Units

QTv

Tpd

Tpr

Tme

Teo

GEOLOGIC SYMBOLS

Contacts
Definite contact
Approximate contact

Faults
Definite fault
Approximate fault
Inferred fault
Concealed fault

Folds

Bedding

Cartography by S. R. Renoud and C. A. Schumacher, 1977

Bedrock Geology from [illegible]

CooSand Corp.
4421 - 138th S.E.
BELLEVUE, WASHINGTON 98006
(206) 746-0381

April 16, 1982

Department of Transportation
Highway Division, Region 4
P. O. Box 5309
Bend, Oregon 97708

Attention: Mr. Dale Allen, Region Engineer

Dear Mr. Allen:

Subsequent to our meeting regarding potential commercial use of the dune sands east of the Dalles, we have conducted physical and chemical tests of these sands.

Generally these sands are too fine (-150 to -200 mesh) for the specialty sand markets we supply. Chemically, the iron content is too high for most markets, however we can reduce the iron to acceptable levels for some markets with our high intensity magnetic separators.

If we were to develop a market for these sands, the continuing supply would be paramount, and it appears this would be prohibitive in that the wind blown sand is seasonal. Therefore the small portion of sand available along the edge of the highway would not support a long term specialty sand market.

Sincerely yours,

M. J. Duval, President

MJ/ad

RECEIVED
STATE HWY ENGR
APR 29 '82
REFER TO
FOR
Info Inve K/D D R Sign Act File

C. Hawkins
[illegible]
[illegible]
[illegible]

1564

April 6, 1982

Mr. Jack E. White
Box 706
Rufus, OR 97050

Your suggested solution for solving the sand dune problem near The Dalles was previously considered.

Your experiences with sand control are accurate, and the suggested solution to keeping the sand wet would normally work. This method, however, has some problems due to the rough irregular shape of this area, the fact that the land is open to cattle grazing, and the long-term maintenance costs.

Because the land is under private ownership, it has been necessary to develop a plan acceptable to not only the Highway Division, Railroad, and Warm Springs Indian Agency, but also the Columbia River Gorge Commission. The favored plan at this point involves several treatment methods which will result in the vegetative cover you suggested and should have little future maintenance costs.

Thank you for taking the time to write; your comment to your wife 20 years ago was certainly correct. Actual measurements taken from aerial photos in 1972 and 1982 show that the dune has moved 230 feet in the past 10 years. We are always interested in ideas to help provide a good highway system, so I am suggesting that someone from our Bend or The Dalles office contact you for your thoughts.

H. S. Coulter, P.E.
State Highway Engineer

DA:mr ji

bc: Fred D. Miller
W. E. Schwartz
Dale D. Allen - Please follow up with contact from someone in response to offer.
R. L. Schroeder

RECEIVED
STATE HWY ENGR
MAR 25 '82
REFER TO
Allen

March 19, 1982

Dear Sir,

In relation to your sand dune problem west of [illegible]. I was raised in the sand dune country at Irrigon Oregon, between Boardman and Umatilla Or. We found the only way you can control blow sand, which your sand dunes are composed of, is to put water to it and grow vegetation on it. It is the best soil you can get anywhere, once you have it growing grass or what ever it will start to build up and you have a oasis.

Your gravel cover up and other manmade covers won't work you have about [illegible] or [illegible] acres of sand to cover up, also [illegible] and the wind will determine [illegible].

[illegible] the north bound lane, [illegible] rail-road track [illegible] s, then [illegible] sprinkler [illegible] and [illegible]. [illegible]

[illegible]

if something wase't done that the dune would be on the highway, and here we are with a 100 ft. high dune at the highway, well good by for now.

Sincerely Yours
Jack E. White
Box 706
Rufus, Or. 97050

Phone 739-2388

1982 Celilo Sand Stabil. Proj. 9564
on the Columbia Rv. Hwy. approx. 4 mi.
E. of The Dalles. #1

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

March 5, 1982

In Reply Refer to
File No

Larry Wilkinson, P.E.
Consulting Chemical Engineer
Rt. 1, Box 300
Hillsboro, OR 97123

NOTED
H.S. COULTER

Dear Mr. Wilson:

A copy of your recent letter to the Columbia River Gorge Commission was sent to the Oregon Department of Transportation.

As a matter of information, we have considered the option of finding a commercial use for the sand. Unlike the sand and gravel found in the Columbia River flood plain, this sand is very fine and uniform in size.

Our contacts with several aggregate suppliers indicated it has no commercial value in the quantities available except for development of industrial sites.

The cost of the sand on the barge in Portland is $6.85 per cubic yard compared to sand available by dredging at $0.90 to $2.00 per cubic yard. The smaller cities near the site could not use the quantities involved. A very rough estimate of the quantity involved is 1,800,000 cubic yards.

Yours very truly,

Dale D. Allen, P.E.
Region Engineer

DA:mr

cc: Jeff Breckel, Columbia Gorge Commission

bc: H. S. Coulter - I went ahead and replied for ODOT since we only received carbon copy.

RECEIVED
STATE HWY ENGR
MAR 9 '82
REFER TO
FOR

LAWRENCE E. WILKINSON, P.E
Consulting Chemical Engineer

Route# 1 Box # 300 Hillsboro, Oregon 97123 (503) 647-5160

RECEIVED
STATE HWY ENGR
MAR 4 '82
REFER TO
FOR

February 23, 1982

Columbia Gorge Commission
P.O. Box 284
Stevenson, WA 98648

ATTENTION: Jeffrey Breckel

Subject: Sand Dune Control Along Interstate 84

Dear Mr. Breckel:

This letter is to propose an approach for your commission to consider in bringing about a long term solution to the sand dune which creates a highway maintenance problem east of The Dalles. The approach proposed is in two phases. The first is to estimate the quantity of sand involved and to define three options available for a final contour and appearance. The second phase is to solicit a commercial activity that will implement the desired options which include removal of sand for a cost that is less than the highway department traditionally spends.

The first phase will involve the effort of three professionals including myself, a professional geologist and a graphics illustrator. My own background in sand dune control includes a successful program on the Navy Bombing Range near Boardman, Oregon in 1972. Dr. Kienle has spent most of his 16 years of field experience in the mid-Columbia region. His most recent studies have included wind deposit analysis of volcanic ash from Mt. St. Helens. His geologic analysis is fundamental to defining the source and rate of accumulation. The graphic illustrator can create an image of the final appearance of each option for your commission to select.

The second phase will consist of taking the consultant report from phase one and presenting it to commercial firms engaged in the removal of sand and gravel along the Columbia River. The report would present the option selected by the Commission and present it in engineering and commercial terms. The report would also contain specifications that would restrict the scope of activity to methods acceptable to the Gorge Commission and the Highway Division.

Mr. Breckel
February 23, 1982
Page Two

The estimated cost and schedule for the proposed activities are presented below.

	Estimated Cost	Estimated Schedule
Phase I	$ 6,000	6 weeks
Phase II	$20,000	Annual

Confidence in the $20,000 item can be better established after the commission selects the most likely option — that of annual removal.

Please present the above proposal to your commission members for their consideration at your next meeting. Also please send a notice to me of your next meeting.

Very truly yours,

L E. Wilkinson
Larry E. Wilkinson

LEW:dn

cc: Fred Miller, Director
Oregon State Department of Transportation
Highway Bldg.
Salem, OR 97310

RECEIVED
DOT DIRECTOR
MAR 2 '82
REFER TO
FOR
R/D D/R Sign Act File

Hunter

~~Robbie to~~

File.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

February 25, 1982

In Reply Refer to
File No.:

RECEIVED
TECHNICAL SERVICES
FEB 26 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dean Elliott, Bureau of Indian Affairs
Grant Wilson, Wasco County Soil and Water
Dale Bonner, Soil Conservation Service, Bend
Rich Campbell, Soil Conservation Service, The Dalles
Doug UpDyke, Union Pacific Railroad
Carl Kaser, The Dalles
Jeff Breckel, Columbia River Gorge Commission
Nani Warren, Columbia River Gorge Commission
Earl Warzynski, Columbia River Gorge Commission
Dick Hawkins, Oregon State Highway Division, The Dalles

RE: Sand Dune Stabilization, I-84 (The Dalles)

The purpose of this letter is to furnish you with the latest information I have received and try to bring you up to date. Not all the attachments will be of interest to everyone, but are attached and you can keep what you want. I have pointed out a couple of items where we need your help.

February 10 Gorge Commission Meeting: This meeting was well attended, good information was exchanged, and it seemed everyone left with a feeling that we were approaching the problem in a careful and responsible manner. The "controversial aspect" which the media picks up on was removed to a large degree. Carl Kaser gave an excellent overview of the problem. Grant Wilson, The Farm Bureau, County Court and several other supportive letters and comments were received. The Gorge Commissioners I visited with after the meeting seemed pleased with our efforts. The public's comments were sincere concerns and well presented. Enclosed are two letters from the public which seem to summarize the most frequent concern. Abbreviated minutes of the meeting are also attached.

Memo of Understanding: This is in Union Pacific hands now and I hope to hear from Doug soon so it can be given to Dean. I feel it is important to get this commitment from the four principal agencies before we prepare the actual plans, specifications and formal agreement with Union Pacific on funding or enter upon the property with a contractor.

Archeological Sites: Refer to attached letter from State Historic Preservation office. They gave us a positive response.

Deputy State Geologist: John Beaulieu who "wrote the book" on much of the Gorge geology has offered his help and I asked for some information. (2 letters attached)

Commercial Value of Sand: Brief economic report attached.

State of Washington: Enclosed are plans, specs, seed mixtures and other technical information that we requested. I would like Dale or Rich from SCS to note the seed mixture and rate of application; also fertilizer types and rates. After we view the Washington project March 10, can Rich combine his previous technical finding with this data and see if we can come up with a more detailed vegetative plan? I will soon be able to give you a large current aerial photo to lay out what should go where. We will need to meet and work closely with Dean and his people on this.

News Release: Earl Warzynski, Chairman of the Oregon Gorge Commission asked if I would put out a news release explaining "where we are at and what alternatives have been considered" prior to their next meeting March 10. Attached is a draft press release that I gave to our Public Affairs section. It went out February 24 to almost all papers. Send me copies if it appeared in your area.

March 10 Gorge Commission Meeting (The Dalles): On March 10 we have planned a tour for the Gorge Commissioners, Warm Springs, and SCS to view some of the stabilized areas near McNary. Following this tour the Commission will hold its regular meeting and we are hoping to receive the "green light" from them on our stabilization design concept with the understanding that we would bring back the actual plans for their comment before we go to a contract.

Time Schedule: My hope is we can get the Memo of Understanding approved no later than March. Possibly, we could undertake some "rounding" of the steep faces yet this spring while the sand is wet. Then we will ask SCS and the agronomist what will be the best month to do planting next fall/winter. With this date, we can back up to determine when we must start the gravel blanket contract. I don't believe we can work on the dune in hot weather.

I will be out of town next week, but if you have any questions, Dick Hawkins can help. His telephone number is 296-2215.

Dale D. Allen, P.E.
Region Engineer

DA:mr
encl

bc: Coulter
Schroeder
Hunter

Draft of Suggested News Release
sent to Harry Public Affairs - Will be
placed in most OR. papers last week
in Feb at request of ~~Gorge Comm~~ (Earley)

• LRO

LRW BND 31 2-22-82 2.08

JOHN EARLEY

NEWS RELEASE TO NEWS MEDIA IN VANCOUVER PORTLAND THE DALLES ETCM

FOLLOWING A PUBLIC MEETING WITH THE OREGON-WASHINGTON COLUMBIA RIVER GORGE COMMISSION, SEVERAL ALTERNATIVES FOR CONTROLLING THE TROUBLESOME SAND DUNE EAST OF THE DALLES WERE RECEIVED. THESE RANGED FROM CONVERTING THE DUNES TO A FOUR-WHEEL DRIVE RECREATION AREA ~~-AS-~~, GROWING IRRIGATED CROPS, A LONG-TERM SEWAGE SLUDGE DISPOSAL SITE, ~~AND THE DO-[illegible] ALTERNATIVE.~~
AND THE DO-NOTHING ALTERNATIVE.

THE DESIRED OBJECTIVE, HOWEVER, FAVORED BY MOST AGENCIES IS TO END UP WITH A STABLE NATIVE VEGETATIVE COVER THAT WILL NOT DETRACT FROM THE GORGE AND ONETHAT WILL ALLOW THE CURRENT GRAZING USES OF THIS PRIVATE LAND TO CONTINUE. CONSIDERABLE PREVIOUS RESEARCH INDICATES THIS CAN BESTBE ACCOMPLISHED ON STEEP AND EXPOSED SLOPES BY HOLDING THE NEW GROWTH IN PLACE WITH A THIN GRAVEL LAYER FOLLOWED BY SEEDING AND FERTILIZING. IN ADDITION, PLANTING OF NATIVE SHRUBS AND SELECT GRASSES SUCH AS THICK WHEAT GRASS, VOLGA WILD RYE, BITTER BRUSH, BUFFALO BERRY, AND CHOKE CHERRY HAVE BEEN SUGGESTED BY THE SOIL CONSERVATION SERVICE. BY LIMITING THE QUANTITY AND SIZE OF AGGREGATE COVER AND INCREASING THE VEGETATIVE EFFORT, A PLAN ACCEPTABLE TO THE GORGE COMMISSION, THE WARM SPRINGS INDIAN AGENCY, UNION PACIFIC RAILROAD, HIGHWAYS DIVISON AN LAND LESSEE SEEMS LIKELY.

ALLEN ADVISED THAT ANNUAL SAND REMOVAL COSTS FROM THE HIGHWAY AND RAILROAD WERE LESS THAN $10,000 IN 1974, BUT HAVE INCREASED CONSIDERABLY AND IN 1981, 18,000 CY OF SAND WAS REMOVED AT A COST OF $39,500. BY, 1995, THE ANNUAL REMOVAL COSTS ARE ESTIMATED TO BE ~~1995~~ $100,000, MAKING THE DO-NOTHING ALTERNATIVE A HEAVY BURDEN ON THE LIMITED PUBLIC FUNDS.

SUBJECT TO FINAL APPROVAL OF THE NECESSARY AGREEMENTS AND PERMITS, ACTUAL WORK COULD BEGIN THIS SUMMER. FUNDING FOR THE WORK WILL BE SHARED BY SEVERAL AGENCIES AND IS EXPECTED TO COST $175,000.

SEVERAL ALTERNATIVES WHICH HAD A LOWER INITIAL COST WERE DROPPED BECAUSE OF THEIR UNDESIRABLE VISUAL ASPECTS OR THEY WOULD HAVE HAD CONSIDERABLE LONG-TERM COSTS.

DALE ALLEN

NR [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

February 19, 1982

In Reply Refer to
File No.:

John D. Beaulieu
Deputy State Geologist
Dept. of Geology and Mineral Industries
1069 State Office Building
Portland, OR 97201

RE: Sand Dunes, I-84 (The Dalles)

For our records, we would appreciate your technical analysis of our proposed long-term (say 100 years) solution to sand accumulating on I-84. As you pointed out, there are approximately 300 areas of active dune area. Our effort is limited to the deep 50-acre dune on the lower bench. The other areas are near the 1200 foot level and are rather thin and fast moving.

Specifically, I am referring to the statement in your January 29 letter to Fred where you indicated that "any plan of stabilization must address the source area of sand farther upslope". Are you referring to the westerly end of the 50-acre dune or the active areas at the 1200-foot elevation?

Let me explain our plan and some of our assumptions and you can call if you have specific questions. From technical research and actual field review of successful 20-30 year old dune stabilization projects, we are satisfied that a combination mineral blanket-vegetative cover will stabilize the 50 acres. Given this assumption and also assuming that the vegetative grasses selected will have the ability to "grow up through" modest amounts of sand that may blow onto the site; our question is "Do you see any evidence that those active dunes which are moving parallel to I-84 would change direction and move down to the lower dune". Our investigation indicates that the 50-acre dune is not being "fed" by any outside source or at least not in any quantity that would be sufficient to bury well established growth. Most of the active dune at the higher level are east of the lower slow-moving dune.

The slopes under the cliffs west (and east) of the dune are sand. They could possibly pose a future problem but seem to have well established growth and actually have their own mineral blanket created from talus falling from the cliffs.

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Info

Where the sand came from is only speculation on my part but it appears to have blown back upon these slopes from the scoured area in the river bend across from The Dalles. My geologist believes it was deposited on the bench land between the two drainages during the Missoula Flood.

I believe you will appreciate the aerial photo enclosed. On the Xerox copy, I have outlined the proposed treatment area. Any expert advice is welcome, but I'm afrain the pay is poor. Thanks for offering your help.

Dale D. Allen, P.E.
Region Engineer

DA:mr

encl

VICTOR ATIYEH
GOVERNOR

Department of Geology and Mineral Industries
ADMINISTRATIVE OFFICE
1069 STATE OFFICE BLDG., PORTLAND, OREGON 97201 PHONE (503) 229-5580

January 29, 1982

[illegible] RGE PLA FAE
RTE RECEIVED GEO
RUE FEB 8 1982 RDE
R30 REGION 4 RBE
ASSIGNED

Mr. Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

I have observed with some interest the recent developments involving the plans to deal with the sand dune which impinges upon I-84 between The Dalles and Biggs along the Columbia River.

In a regional study completed by our Department in 1977, we indicate that the total dune field covers about 300 acres and that it is composed of lag deposits laid down during one of the latest influxes of glacial meltwater at the close of the Ice Age.

Although your staff probably has already considered it, I would suggest that any plan of stabilization must address the source area of the sand farther upslope to be fully successful on a permanent basis. It also occurs to us that the sand may be of commercial value as a foundry sand. – supply for concrete demands.

See attached letter.

I am enclosing a copy of our Bulletin 91 for reference by your staff. They should also feel free to call me, if they have any questions that I might help them with.

Sincerely,

John D. Beaulieu

John D. Beaulieu
Deputy State Geologist

Called [illegible]

JDB:bj
Encl.

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FEB 26 '82
REFER TO
FOR
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RECEIVED
STAT. HWY ENGR
FEB 4 '82
REFER TO
Dale Allen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

L. A. [illegible]

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FEB 3 '82
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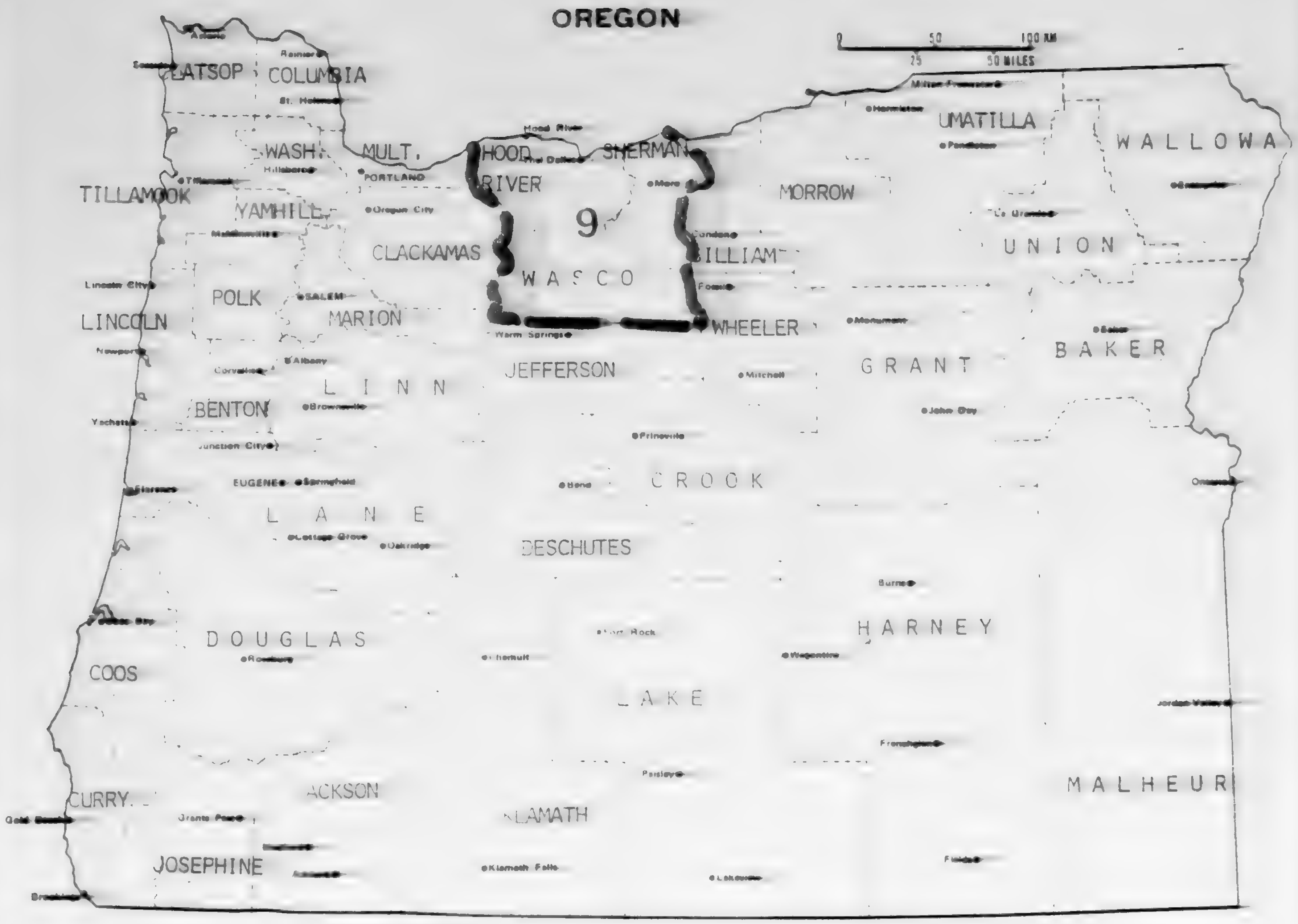
OREGON
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COLUMBIA
WASH.
MULT.
HOOD RIVER
SHERMAN
UMATILLA
WALLOWA
TILLAMOOK
YAMHILL
CLACKAMAS
9
WASCO
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GILLIAM
UNION
POLK
MARION
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WHEELER
BAKER
GRANT
JEFFERSON
LINN
BENTON
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DESCHUTES
DOUGLAS
HARNEY
COOS
LAKE
MALHEUR
CURRY
JACKSON
KLAMATH
JOSEPHINE
Astoria
Rainier
Seaside
St. Helens
Hood River
The Dalles
Moro
Hermiston
Pendleton
Tillamook
Hillsboro
PORTLAND
Oregon City
La Grande
Condon
Fossil
Lincoln City
SALEM
Warm Springs
Monument
McMinnville
Newport
Corvallis
Albany
Mitchell
Baker
Brownsville
John Day
Yachats
Junction City
Prineville
Florence
EUGENE
Springfield
Bend
Ontario
Cottage Grove
Oakridge
Burns
Coos Bay
Fort Rock
Roseburg
Chemult
Wagontire
Jordan Valley
Frenchglen
Paisley
Gold Beach
Grants Pass
Fields
Medford
Ashland
Klamath Falls
Lakeview
Brookings

STATE OF OREGON
DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES

GEOLOGIC HAZARDS OF PARTS of NORTHERN HOOD RIVER, WASCO, and SHERMAN COUNTIES, OREGON

1977

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97709

February 17, 1982

In Reply Refer to
File No.:

Ruth M. Hansen
3514 North Russet Street
Portland, OR 97217

RE: Sand Dunes, I-84 (The Dalles)

Your thoughtful letter and suggestions for vegetative stabilization of the sand dune east of The Dalles has been received and is appreciated.

The tentative plan being reviewed by several agencies involves, to a large degree, vegetative plants and grasses. Rather extensive research by the Soil Conservation Service, the International Society of Biometeorology, and the Army Corps of Engineers, however, indicates that on dunes with steep slopes, a thin gravel blanket embedded in the sand is necessary to ensure germination and survival of such plantings exposed to high winds and minimum moisture. After the growth matures, there is little evidence of this gravel.

Numerous species of plants are likely to be used, including the Elymus flavescens which you mentioned and also possibly the Elymus giganteus strain or "Volga" rye. This latter strain was used with some success on the smaller dunes near McNary. Agronomists working with the SCS will select the specific seed mix best suited to this particular site. I share your concern that sludge could cause an overabundance of the Russian thistle.

As far as blasting the rock cliffs, you can be assured this will not be done. The proposed site being considered is a basalt flow that lies under the sand dune. This rock would be exposed, crushed and the area covered back with sand. There should be little or no evidence of the work when completed.

Our agency is working closely with the Gorge Commission, Warm Springs Agency, and the State Soil Conservation Service to determine the best solution and I have forwarded a copy of your letter and suggestions to them.

Dale Allen

Dale D. Allen, P.E.
Region Engineer

DA:mr

[illegible]

ROE RE RCE PLA PAE
RTE RECEIVED GEO
RUE FEB 10 [illegible] RDE
RSO REGION 4 RBE
ASSIGNED____________

PRESERVATION OF THE DUNES, EAST OF THE DALLES

Reference is made to articles appearing in The Oregonian last week concerning the proposal by the Division of Highways, Bend, Or. to cover the sand dunes, a few miles east of The Dalles along interstate 84, with rock to be blasted from surrounding cliffs.

These dunes are unique to this area, offering superb panoramic views of the Columbia River. Actually, this area can be considered the beginning of the great Columbia River Gorge system and at this site it is magnificent in its austerity with massive basaltic cliffs on which many forms of colorful lichen and small plants can be found. Over the centuries certain pockets of lava rock has been ground into silt-like sand forming these great dunes. From their summit, ridge upon ridge of rolling sand with deep troughs between is constantly being blown down toward the river. For this, the dunes are condemned for covering the I-84 with sand during high winds.

If it is the desire to tame these shifting dunes why cannot it be accomplished by vegetative means? It would be less offensive having them covered with plant material than crushed rock. A few plants already have found the dunes a desirable place on which to live: [illegible], white [illegible]; Euphorbia serpyllifolia, thyme-lf. spurge; Chaenactis [illegible], [illegible]; Psoralea lanceolata, [illegible] systems [illegible], [illegible] or [illegible], [illegible] to this dry, sandy region. [illegible] either [illegible] or [illegible] 4 [illegible].

[illegible] cover [illegible] condition for [illegible] is evidenced [illegible] to [illegible].

The Highway Division plans for blasting the nearby cliffs for rock material is an unthinkable solution. These massive basaltic cliffs were formed millions of years ago during the Pleistocene era. Later cataclysmic changes brought forth the formation of numerous columnar columns ranging from a few feet in height up to monolithic size such as Beacon Rock and Rooster Rock. In the locality under discussion, east of The Dalles only small columns are seen and would be destroyed along with the cliffs above. This seems an unwarranted destruction of something which has historical value. In the long run would the price paid be worth it? These cliffs and columns are all part of the Columbia Gorge scenic system which tourists find so exciting and adventurous. But, aside from the beauty and historic value there is another reason for keeping the cliffs intact. Growing at the base of some of them is Lomatium laevigatum, smooth desert parsley, a rare and threatened species in Oregon.

In conclusion, let us preserve this special [illegible] area for its inherent beauty [illegible] to the Columbia River Gorge system. It is my recommendation [illegible] the Highway Division [illegible] re-vegetation [illegible] for stabilization [illegible] The Dalles. I feel certain that by [illegible] the [illegible] be accomplished [illegible] of the present contemplated [illegible].

[illegible]

[illegible]
[illegible] St.
[illegible]

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

February 17, 1982

In Reply Refer to
File No.:

Charlene Holzwarth
2524 NE 34th
Portland, OR 97212

RE: Sand Dunes, I-84 (The Dalles)

This is in reply to your recent letter concerning the sand dune east of The Dalles.

The tentative plan being reviewed by several agencies involves, to a large degree, vegetative plants and grasses. Rather extensive research by the Soil Conservation Service, the International Society of Biometeorology, and the Army Corps of Engineers, however, indicates that on dunes with steep slopes, a thin gravel blanket embedded in the sand is necessary to ensure germination and survival of such plantings exposed to high winds and minimum moisture. After the growth matures, there is little evidence of this gravel.

The wild rye grass which you suggested likely will be used; however, the final decision on types of vegetation will be left to the agronomist working for the SCS and Gorge Commission.

While highway and rail safety are primary concerns, you can be assured that we are undertaking this project in a very responsible manner so as to not detract from the beauty of the Columbia River Gorge.

Thank you for your nice comments about the highway system.

Dale D. Allen, P.E.
Region Engineer

DA:mr

2-8-82
[illegible]
Portland, OR
[illegible]

[illegible]
[illegible] Engineer
[illegible] Division
P O Box [illegible]
Bend, Oregon 97708

Dear Sir:

Because I am not able to be at the meeting concerning the Columbia Gorge sand dune problem, I [illegible] to [illegible] my desire that the [illegible] be left [illegible] of the scenic features of the gorge. [illegible] over [illegible] stabilize it in [illegible] as has been done successfully on the Oregon Coast.

In addition I [illegible] that [illegible] native [illegible] be [illegible]. [illegible]

[illegible]

[illegible]

Albertena H. [illegible]

RDE RE RCE PLA FAE
RTE RECEIVED GEO
RUE FEB 11 [illegible] RDE
RSO REGION 4 RBE
ASSIGNED______________

Meeting of the Oregon & Washington Columbia River Gorge Commissions

Tapadera Inn - February 10, 1982

The Commissions discussed several items of business then asked Dale Allen to present information on the dunes stabilization project. He gave a brief history of what had been done to stabilize the dunes, going back to the 40's and 50's. He mentioned there was an effort to apply emulsion and then in 1973 the State Highway tried vegetation and both were unsuccessful.

Several agencies met at the Portage Inn and discussed the problem. Among those attending were Dale Allen, Dick Hawkins, Rolland VanCleave of the State Highway Division; D. Updyke of Union Pacific Railroad; Dean Elliott, Bureau of Indian Affairs; Rich Campbell, U.S. Soil Conservation; Carl Kaser, Grant Wilson, Wasco County Soil Conservation. Following the meeting, it became necessary to come up with an agreement and memo of understanding. The agreement is now being circulated in the agencies.

Copies of a technical report prepared by the Corps of Engineers in 1955 was given to the members of the Commissions. It compared vegetative stabilization versus mineral stabilization. Vegetative stabilization is satisfactory on slopes where there is a mineral blanket.

Dale Allen then showed slides that were taken recently in the Hermiston area. These showed successful and non-successful stabilization. He mentioned one and one-half inch size rock can be used for the mineral blanket. Gravel is not as good as crushed rock. It used to be put on four to five inches deep, however, new equipment can put the rock on much thinner and it helps the vegetative growth. One job that was twenty years old looked good. Siberian wild rye grass was thought to be the best vegetative type cover. Someone asked about the source of the rock and Dale advised that there will be no visible area that shows. The intent is to peel back the ground, mine the rock and lay the soil back in. It should be totally invisible.

Dick Hawkins gave data on the cost of removal of the sand since he had taken over as District Engineer and said they were moving very small amounts of sand when he first took over. They were dumping sand in one of the lakes along the freeway and the Federal people stopped this operation. At present, the lateral movement towards the road is approximately two to three feet a year. Projecting the growth, the State Highway people will have to work every day in 1992 moving the sand from the freeway. Dick estimated by 1995 it will cost over $100,000 a year to remove the sand. A graph made from a contour map was shown and it indicated how the sand is actually moving eastward. The cost of stabilizing the dunes with a mineral blanket would be approximately $200,000.

One suggestion from the audience was to put this work of removing the sand up for bid and Dick stated he thought he could get some contractors interested in hauling the sand away.

Carl Kaser was asked to say a few words and he mentioned that he leased the land up at the dunes from the Indians. He supports the Friends of the Gorge and has worked for environmental causes but is in favor of stabilization of the dunes. He feels the gravel blanket is the only permanent solution and asked the Gorge Commission to approve the mineral plan.

Someone asked if the Highway Division has to acquire the 46 acres that have to be stabilized and Dale stated, "No." The Indians have allowed the Highway Division access to do the work and have been cooperative. Another question was asked about the sludge treatment and Dale Allen replied they do not see this sludge treatment as an alternative to the mineral blanket.

Grant Wilson of the Soil Conservation said they tend to stay close with native material as far as plantings are concerned. He has been involved with this project for better than ten years and the needs have been well pointed out. They normally encourage vegetative type of materials, however, they would encourage the Gorge Commission to accept the Dept. of Transportation's plan to cover the dunes with a mineral blanket.

One member of the audience would like to see some estimates based on the cost of removing sand if it were contracted [illegible]. He said we must also consider the cost to the tourist passing on the freeway, for the people who want to walk on the dunes, and that the Highway Division would have to come up with some statements that there is a cost to the public.

It was stated by someone else in the audience that the sand dunes are something that the people like to experience, and [illegible] Highway Division takes into consideration the people enjoyment and said perhaps people could have access to the upper part of the dunes.

A letter from the Wasco County Court was read by [illegible] and they advised that they were in favor of the Highway Division's plan to control the sand dunes.

A representative of the Friends of the Gorge said they would like to speak of the beauty of the sand dunes and [illegible] was a great asset to the Gorge. They wondered if the $217,000 that it cost for the mineral blanket could be invested in Oregon State Bonds that would [illegible] in the cost of removing the sand.

Another comment from the audience: "[illegible] there [illegible] many times and think it would be a [illegible] travel."

A member of the Portland [illegible] Coos Bay and [illegible] grasses and covered the dunes in that area and they would like to undo it now.

George Ward gave his presentation [illegible] to cover the sand dunes and [illegible]. [illegible] would be [illegible] savings of about $[illegible] to [illegible] the [illegible]. Someone asked about the mineral [illegible] and Mr. Ward answered that if there is heavy [illegible] content [illegible] do not use it.

A member of the Gorge Commission [illegible] the Wasco County Farm Bureau, and then approved the plan of the [illegible].

Nani Warren of the Gorge Commission suggested that the Commission receive solutions to the problem of the sand dunes. They are interested in solutions and not gripes. They are also interested in a tour of the dunes.

JOHN SPELLMAN
Governor

DUANE BERENTSON
Secretary

STATE OF WASHINGTON
DEPARTMENT OF TRANSPORTATION
Office of District Administrator • 2809 N. Main St., Union Gap, P.O. Box 52 • Yakima, Washington 98907

February 9, 1982

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE FEB 11 1982 RDE
RSO REGION 4 RBE
ASSIGNED____________

Gerald E. Smith
Project Engineer
P.O. Box 2970
Pasco, WA. 99302

Department of Transportation
P.O. Box 5309
Bend Oregon 97708

Attention: Dale Allen

Re: Slope Protection Material
I-82 Plymouth, WA.

Dear Mr. Allen:

In response to your request for information on the slope protection material on our Plymouth project I have assembled the attached specifications and photos. As you know, we utilized this material to protect most of our slope from continuous wind erosion. The rock slope protection material was placed first and then the seed and fertilizer were placed with a hydro-seeder.

We wanted to place the slope protection about one rock deep, approximately 1 1/2 inch. On a neat line measure this would be about 200 pounds/square yard. In reality it took twice this amount because of loss in the sandy slopes and depth control being very difficult at best. We covered this contingency by merely paying by the square yard in place; it was the contractor's responsibility to make sure he crushed enough material.

Placement was by one of these methods:

1. Using the spreader box Steelman-Duff designed for the blade of a dozer.
2. Using a scraper by dumping with the gate just open, can up, and pushing material out the gate.
3. Dumping over the slope from the top and blading down.

In all cases some hand work was needed.

cont.

The best mthod was the scraper. A good operator could lay the rock almost one deep. This method had the least handwork. Steep slopes could not be done this way.

Next best was dumping over the top of the slope and blading the material out. This too was limited to flatter slopes.

The dozer-spreader box combination worked well but was slow and tended to mar the slopes, particularily at the bottom. On very steep slopes (2:1) this was the only way to get the job done safely.

Please feel free to call if you have any further questions.

Very truly yours,

Gerald E. Smith

GERALD E. SMITH
Project Engineer

GES:sle
Attach.

GRATE INLETS AND GRATE OUTLETS

In lieu of the frames and grates shown in the standard plans, the Contractor may furnish and install the alternate frame and grate fabricated in conformance with the methods and materials specified in the following pre-approved plan.

Pre-Approved Plan	Fabricator	Casting No's.
2128-T	Olympic Foundry Co.	Frame P/N 3060-17 Grate P/N 3060-21

ROADSIDE SEEDING

Seed and fertilizer, shall be applied to all cut and embankment slopes and to the disturbed areas in PS-R-76 and CB-R-157, in accordance with section 8-01 of the standard specifications and this special provision.

Cultivation

Cultivation of areas indicated for seeding is not required on this project.

Compaction

All areas to be covered with Slope Protection Material shall be compacted by use of a crawler tractor with a 2 inch cleat depth. All other areas to receive seeding shall be compacted in accordance with section 8-01.3(1)B of the standard specification.

Seeding & Fertilizer Application

All areas to be covered with Slope Protection Material shall be seeded and fertilized after the slope protection material is in place. Pit sites and all other areas shall be seeded in accordance with the standard specifications.

Seeding
A mixture of the following composition, proportion and quality shall be applied at a rate of 60 pounds per acre.

Kind and Variety of Seed in Mixture	% By Weight	Minimum % Pure Seed	Minimum % Germination
Slender Wheatgrass (Agropyron trachycaulum)	25	23.75	85
Intermediate Wheatgrass (Agropyron intermedium)	20	19.00	85
'Sodar' Streambank Wheatgrass (Agropyron riparium)	25	23.75	80
'Durar' Hard Fescue (Festuca ovina duriuscula)	10	9.50	85
'Sherman' Big Bluegrass (Poa Ampla)	10	9.00	80
Perennial Ryegrass (Lolium perenne)	10	9.80	90
Percent Weed Seed (max.)		*2.00	
Inert and Other Crop (max.)		3.20	
TOTAL		100.00	

* Total per cent of weed seed other than weedy Bromus species (Cheatgrass, Chess, etc.) shall not exceed 1%.

Section 9-14.3(1) of the standard specifications is hereby supplemented with the following:

Fertilizer
The Contractor shall apply sufficient quantities of fertilizer to supply the following amounts of nutrients:

Total Nitrogen as N - 30 pounds per acre

Available Phosphoric Acid as P205 - 30 pounds per acre

Soluble Potash as K20 - 30 pounds per acre

Zinc Phosphate as ZnSO4 H20 - 1 cup per acre

The fertilizer formulation and application rate shall be approved by the Engineer before use.

Fertilizers shall be a granular type only, no liquid fertilizer will be allowed.

Mulching

Straw mulch shall be applied at a rate of 4,000 pounds per acre on pit sites and medians only on this project.

Tacking Agent

A mulch tackifier shall be used to tie down the straw mulch. The tackifier shall be Terra Tack II applied at a rate of 70 pounds per acre, Esi-Tak applied at a rate of 75 pounds per acre, asphalt emulsion applied at a rate of 450 gallons per acre, or an approved equal applied at a rate approved by the Engineer. If Terra Tack II or Esi-Tak are used, 150 pounds per acre of wood cellulose fiber shall be added to the mixture as a tracer at no extra cost.

All costs to furnish and apply tacking agent shall be incidental to and included in the unit contract price per acre for "Mulching".

SLOPE PROTECTION MATERIAL

Where shown in plans, the excavation and embankment slopes shall be covered with a uniform layer of slope protection material having the approximate depth of cover and rate of application as shown on the roadway sections of the plans or as specified herein.

Slope protection material shall have a gradation by weight as follows:

Passing the 1 1/2 inch square sieve	100%
Passing the 1/4 inch screen	20% maximum
Passing the U.S. No. #200 sieve	5% maximum

The contractor's method of application shall be subject to the approval of the Engineer and the placement of slope protection material shall follow grading operation as closely as possible and in all cases the slope protection material shall be completed before spreading crushed surfacing base course.

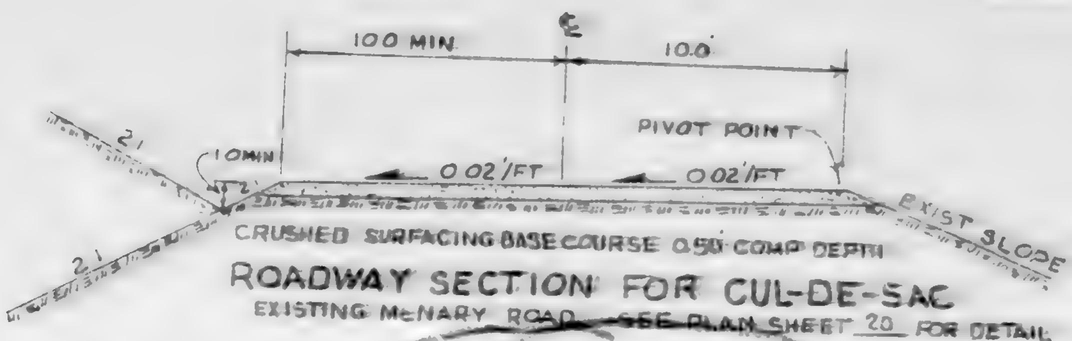
The unit contract price per square yard for "Slope Protection Material" shall be full compensation for furnishing all labor, tools, equipment, and materials necessary for producing, loading, hauling and placing the slope protection material into the finished work.

EROSION RESTORATION

Environmental conditions in the project area are harsh and the soils are very susceptible to erosion from high winds. After all roadside seeding, fertilizing and mulching work has been completed, the treated areas may be subject to continued erosion damage through no fault of

REGION NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.
10	WASH.	T-82-3(16)128	10 of 60

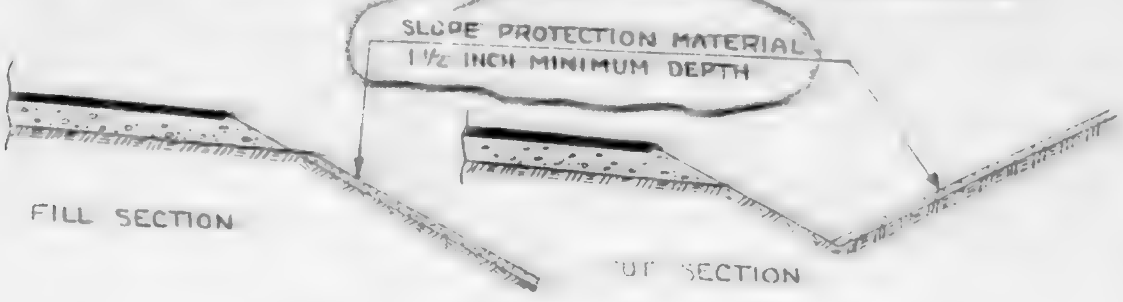
80E122



℄
100 MIN.
10.0
PIVOT POINT
1.0 MIN.
0.02'/FT
0.02'/FT
2:1
2:1
EXIST SLOPE
CRUSHED SURFACING BASE COURSE 0.50' COMP DEPTH

ROADWAY SECTION FOR CUL-DE-SAC

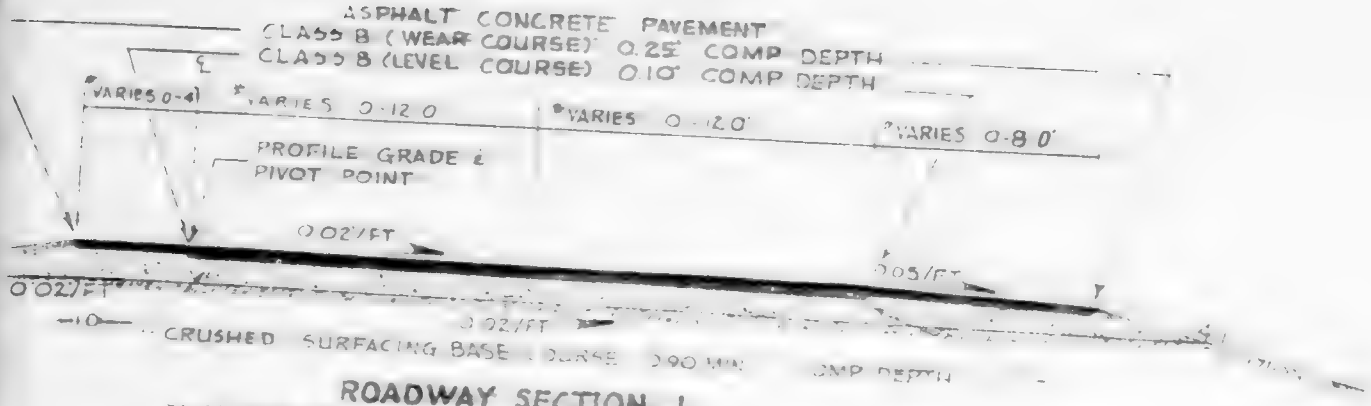
EXISTING McNARY ROAD — SEE PLAN SHEET 20 FOR DETAIL



SLOPE PROTECTION MATERIAL
1 1/2 INCH MINIMUM DEPTH
FILL SECTION
CUT SECTION

SLOPE PROTECTION MATERIAL

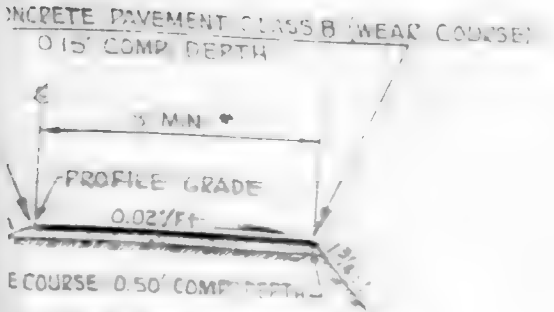
(SEE SPECIAL PROVISIONS)



ASPHALT CONCRETE PAVEMENT
CLASS B (WEAR COURSE) 0.25' COMP DEPTH
CLASS B (LEVEL COURSE) 0.10' COMP DEPTH
℄
*VARIES 0-4'
*VARIES 0-12.0'
*VARIES 0-12.0'
*VARIES 0-8.0'
PROFILE GRADE & PIVOT POINT
0.02'/FT
0.02'/FT
0.05'/FT
0.02'/FT
10
CRUSHED SURFACING BASE COURSE 0.90' MIN. COMP DEPTH

ROADWAY SECTION L

36.0' MAX ASPHALT CONCRETE PAVEMENT (TEMPORARY CONNECTION)
STA TLN 0+00.00 TO STA TLN 33+22.16
STA TCN 10+00.00 TO STA TCN [illegible]
(SECTION REVERSED FOR TCN LINE)
* FOR PAVING PLAN SEE SHEETS 34 & 35



NCRETE PAVEMENT CLASS B (WEAR COURSE)
0.15' COMP DEPTH
℄
5 MIN. *
PROFILE GRADE
0.02'/FT
E COURSE 0.50' COMP DEPTH

Y SECTION M

TA BP 12+50
TA BP 13+00
TA BP 14+93.88

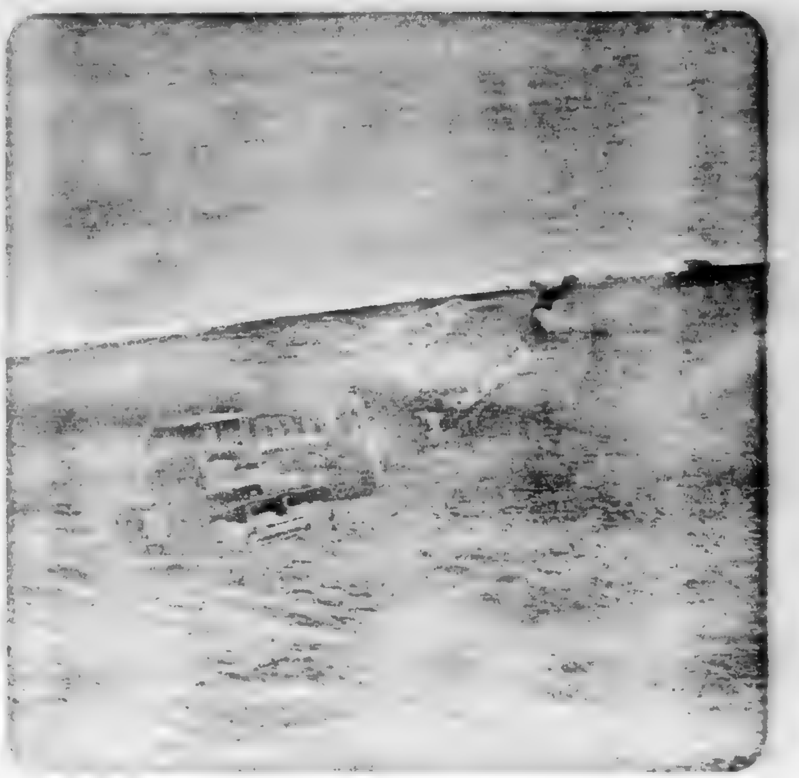
SR 82 MP 129.40 TO MP 131.73
SR 14 MP 179.96 TO MP 180.76
PLYMOUTH ROAD TO OREGON STATE LINE
BENTON COUNTY

ROADWAY SECTIONS

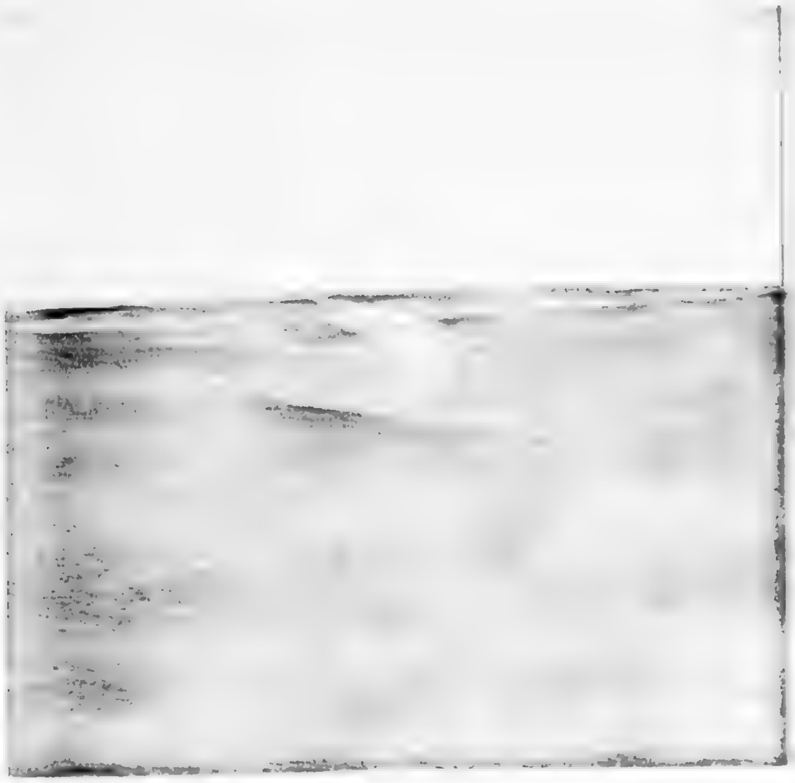
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON
W. A. BULLEY SECRETARY

PHOTOS FROM WASHINGTON
PROJECT 1980/81
Sand Stablization

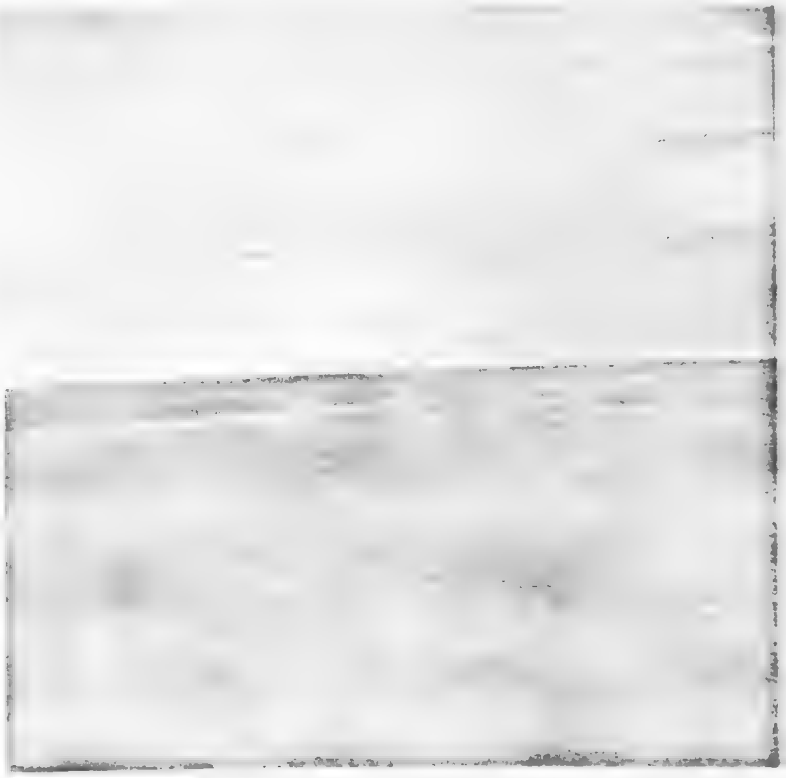
Rock Spreader [illegible] gate used on 3:1 and steeper slopes



[illegible] digging up slope at bottom, [illegible] pushed up [illegible] spread on way [illegible]



[illegible] spreading [illegible]



[illegible] rock [illegible]

February 9, 1982

CON 21

Tim De Jong
Route 3, Box 400
Newberg, OR 97132

With reference to your letter of February 1 concerning the project to stabilize a sand dune near The Dalles, unfortunately the price quoted in the newspaper story of $8,000 for sand removal was for the year 1973.

Since that time, the price has risen steadily, going to $10,000 in 1978, $17,500 in 1979, $27,000 in 1980, and $39,500 in 1981. Not only has the cost of removal increased, but so has the accumulation of sand, climbing from 4,500 cubic yards in 1978 to 18,000 cubic yards in 1981.

The safety of the motoring public is our prime consideration, and a person encountering the sand across the highway when traveling at freeway speeds can be extremely dangerous. In addition, is the safety hazard to the trains whose tracks are impacted by the blowing sand. Because of this, the railroad has agreed to participate in the cost of any stabilization project.

Our research and experience indicate that mineral blankets have been used successfully on many similar sand stabilization projects along the Columbia River. Projects accomplished by the Army Corps of Engineers and the highway departments of Oregon and Washington have been in place for up to 30 years.

Unlike the coast dunes, the one near The Dalles is no longer being "fed" from a sand source, and it is expected that long-term stabilization can be realized.

Thank you for your comments concerning this matter, and I am sorry about the misunderstanding on the cost factor.

H. S. Coulter, P.E.
State Highway Engineer

DA:mr HSC:ia

bc Dale Allen

RECEIVED
STATE HWY ENGR

FEB 3 '82

REFER TO
Allen

FOR

Info	Inves	R/D	D R	Sign	Act	File
		☒				

[illegible]
[illegible] 2/12

Rt. 3, Box 400
Newberg, OR 97132
February 1, 1982

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

It is a well-known concept that when you face a crisis you must act with instant decisiveness or face the consequences, or be at fault in not informing authorities of the incident. This prompts me to inform concerned persons of the following decisions made in regard to spending state funds for removal of a small disturbance of windblown sand over highway I-84 about three miles east of The Dalles.

An article in the January 29, 1982 Oregonian states that a project had been scheduled to cover the I-84 sand dunes with a five-inch deep "mineral blanket", the material to be blasted from a rock outcropping near the dune. It is refreshing to hear that the Highway Division has decided to delay the project to permit public comment before the joint meeting of the Gorge Commission next month.

The estimated cost for the project is quoted to be $170,000 which may or may not include design costs already spent. From recent news reports it is understood that the State is in dire financial straits. It is expected that an additional gas tax might be needed to cover the cost of highway maintenance. The projected "mineral blanket" project is apparently scheduled to cover the migrating sand dune. It is noted that the Highway Division has been spending $8000 a year to haul away the sand that is blowing onto Interstate 84. It appears that economics has not been considered on this project. At today's rate, the cost of money is valued at about 10% which, interest or investment, would amount to $17,000 annually. The present sand removal cost is stated to be $8000 per year which indicates that the cost of doing the planned improvement would be an additional $9000 annually (the $17,000 less the $8,000). It is ludicrous to assume that such expenditure as proposed was even considered.

It is understood that if our departments and agencies are so oblivious of the project envisioned that it bankrupts our state they should be so informed. This could be one of the obvious answers to the cause of our Oregon state of affairs.

Furthermore, incidentally, the Sahara desert is moving south at an alarming rate and our coast sand dunes are also moving inward. How long will the proposed mineral blanket hold back the sand dune? And might not the inevitable surcharge on the subbase also cause a settlement of the highway roadway?

Written in good faith.

Sincerely,

Tim de Jong

Tim de Jong

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

February 8, 1982

In Reply Refer to
File No.

ROBERT C HARNED ACTING SUPERINTENDENT
BUREAU OF INDIAN AFFAIRS
WARM SPRINGS AGENCY
PO BOX B
WARM SPRINGS OR 97761-0079

Dear Mr. Harned:

RE: Oregon State Highway Department
Sand Dune Control Project
The Dalles/Wasco County

We have checked our site file for prehistoric or historic sites in and around the proposed dune stabilization project. Our site file indicated no archeological sites had been recorded in the project area.

I called Dave Cole, formerly with the University of Oregon, as he probably knows more about the Columbia River near The Dalles than any other person in Oregon. Dave has not visited the area around the dune for a number of years, so he cannot comment on the current information concerning that locale. In the past, however, rock lined houses or campsites in the blowouts were being exposed by the winds. Artifact collectors have been exploiting this area for at least 15 years and are probably still doing it. As the dune blows away, it exposes more areas. Most of the material was found 200 to 300 yards south of the highway as the dune moves towards the north.

It is the opinion of the SHPO archeologist, Dr. Leland Gilsen, and Professor Cole that if a project involves substantial disturbance to the trailing edge of the dune, a professional archeologist should evaluate the resources. The leading edge should be new sand, and that area should be deep new sand, and therefore disturbance would have no effect. We feel the propoesd use of crushed rock may be a good way to stabilize the dune, protect any potential sites and have little or no effect on potential resources.

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ASSIGNED____________

For projects with federal involvement, the contact person within the Highway Department is Pieter Dykman in the Environmental Section in Salem. The Highway Department has a standing contract with Rick Pettigrew with the Museum of Anthropology at the University of Oregon for archeological research.

If we can be of further help, you can contact Dr. Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers, III
Deputy SHPO

DWP:LG/js

cc: Pieter Dykman
Dale Allen

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale Allen
Region IV Engineer

DATE February 8, 1982

FROM: Ed Johnsen Ed Johnsen
Special Studies & Cost Engineer

SUBJECT: Celilo Rock Production/Sand Stabilization Project
Economic Value of the Sand

At your request, an analysis was made to determine the economic value of the dune sand on this project. For your information, this sand is considered a waste product without current commercial value.

A large user of sand of this type are developers of industrial sites on marginal lands. The sand is used for surcharge or weight to reduce the settlement of later construction. The marginal industrial land is oftentimes near a waterway. Sand is recovered by dredging and deposited on site for $0.90 to $2.00 per cubic yard. Development of this sort is common in the Portland area along the Willamette River (Mocks Bottom industrial area).

Uniform sand has a limited market in aggregate production. A natural source may be deficient in a certain grain size. Our office talks regularly with aggregate suppliers along the Columbia River and know of no supplier that is taking sand sizes. More often, the producers manufacture an excess of sand sizes which become a by-product.

We estimate a cost of $4.70 to deliver this sand to a dock site in The Dalles, a cost of $2.15 to load and barge the sand to Portland. At $6.85 on the barge in Portland, the sand costs are non-competitive with local sand sources mentioned above at $0.90 to $2 per c.y. for its most likely use for industrial site developments.

We talked with a Portland aggregate supplier who was also in the aggregate barging business (Gresham Sand & Gravel, Les Metusek). They believe that there is no market for sand at the price of the dune sand from Celilo.

Our economic survey of the marketability of the dune sand is limited because of improbability of commercial use for this material.

ELJ:cb

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

RECEIVED
STATE HWY ENGR
FEB 9 '82
REFER TO
FOR
Info Inves R/D D R Stdn Act File

February 5, 1982

In Reply Refer to
File No.

Columbia River Gorge Commission
PO Box 284
Stevensen, WA 98648

ATT: Jeffrey Breckel

RE: Sand Dune Stabilization
Interstate I-84, Wasco County

Attached is a short (11) page) technical report prepared by the Corps of Engineers that provides a comparison of the results of vegetative and mineral blanket stabilization on sand dunes. The 16 test areas covered 130 acres in the Umatilla area. (See Figure 1) The report is particularly appropriate to this project because it was conducted adjacent to the Columbia River where wind, moisture, soil conditions are similar to those in The Dalles.

The actual work was done in 1949-50 and the report written in 1955. It, therefore, reflects results after five years. This past week we viewed these same test sections and took color slides which will show results after 32 years.

Our field review confirms the initial report findings. Namely, vegetative stabilization is satisfactory on relatively level ground, where there is adequate moisture, suitable, soil, and minimum scour effects from the wind. On slopes and areas exposed to direct wind forces, the vegetation has failed and the dunes are again active. Where steep sand slopes were treated with mineral blankets (some only one rock deep), the area has reverted back to the native vegetative cover and shows no evidence of problems.

While out of date, the costs are interesting and show that in 1949 costs for vegetative stabilization and mineral stabilization were comparable and averaged $600-800 per acre.

The State Highway Divisions of Oregon and Washington have contracted hundreds of acres of mineral stabilization followed by seeding with excellent results. Many of these are now over 20 years old and have converted back to the native vegetation. Examples in Washington are from the Umatilla Bridge north toward Pasco on Highway 395. In Oregon, all sand cuts between Arlington and Umatilla have this treatment.

Washington has just completed a highway contract immediately north of the Umatilla Bridge where crushed aggregate was used last year. This project ties into several projects done 15-20 years ago using similar crushed aggregate stabilization. This area shows what this treatment looks like after one year and after 20 years. Only by close examination is the mineral blanket evident to the motorist on the early sections. Washington Highway Division advised that if seeding is combined with the mineral cover they can reduce the aggregate cover to one rock depth or approximately 1½ inches.

The conclusion that seems apparent is that successful stabilization of the sand dune at The Dalles is, with little doubt, possible; and regardless of which method is used, the long-term result will be that the area will convert back to vegetation natural to that area.

Dale D. Allen

Dale D. Allen, P.E.
Region Engineer

DA:mr

encl: Highway Maintenance Costs (1973-81) (5 copies)
List of Interested Agencies, Technical Report

cc: Warm Springs Agency (2 copies)
Soil Conservation Service, Bend-The Dalles (2 copies)
Union Pacific Railroad, Doug UpDyke (2 copies)
Wasco County, Judge and Planning Dept. ([illegible] copies)
State Historic Preservation Department
Wasco County Soil and Water Conservation District

bc: Hawkins
Coulter
Miller

RECEIVED
STATE HWY ENGR
FEB 9 '82
REFER TO
FOR

COSTS TO REMOVE SAND FROM HIGHWAY
I-84, M.P. 92.52
Wasco County

Year	Days Worked	Cubic Yards Removed	Annual Costs
1974	18 days	--	$ 9,900
1978 (6 mo.)	15 days	4,500 c.y.	10,000
1979	25 days	7,500 c.y.	17,500
1980	38 days	11,000 c.y.	27,000
1981	50 days	18,000 c.y.	39,500

Accurate costs are not available from 1975 to 1977. Assuming $5000 per year for these three years and no costs prior to 1974:

Total Cost to Highway Division, 1974 to 1981.......... $118,900

*Estimated Annual Costs by 1995....................... $100,000/year

OA:mr

The Dalles Sand Dune Stabilization Project

	Agency/Contact Person	Principal Interest	Agency Role
1.	Oregon State Hwy. Div. Dale D. Allen, Bend Dick Hawkins, The Dalles	Cost to Public	Funding Lead Agency Prepare Contract
2.	Union Pacific Railroad D. L. Monson Doug UpDyke	Cost to Maintain Train Safety	Funding
3.	Warm Springs Agency Dean Elliott Meritt Youngdeer	Principal Landowner	Allow Access Prepare Assessment Assist Veg. Phase
4.	State Soil & Water Conservation Service Dale Bonner, Bend Rich Campbell, The Dalles	Land Conservation	Technical Assistance in Veg. Phase
5.	Wasco County Soil & Water Conservation Service Grant Wilson	Land Conservation	Assume lead in Veg. Phase
6.	Wasco County Rick Cantrell, County Judge	Land Use	Land Use Permit if Required
7.	State Dept. of Geology and Mineral Industries	Reclamation of Mining Activities	Permit/ Reclamation
8.	Columbia River Gorge Comm. Jeffrey Breckel	Preservation	Collect public input and advise
9.	State Historic Preservation Dept. D. W. Powers, III	Preservation	Assist in Assessment
10.	Cark Kaser	Lessee/Farmer	Access and cooperation in Veg. Phase

C & 7-11

CELILO SAND BLOW

FILE

CORPS OF ENGINEERS
U. S. ARMY

Previous Attempts p II

RECORD
OF
SOIL STABILIZATION
WITH VOLGA WILD-RYE GRASS
AND COARSE MINERAL BLANKET

See Page 1

See p 3

See p 7

McNARY LOCK AND DAM
COLUMBIA RIVER, OREGON AND WASHINGTON

Summary
Page 10 & 11

OFFICE OF THE DISTRICT ENGINEER
WALLA WALLA, WASHINGTON
May 1955

ARMY - W.W.DIST., W.W.

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RECORD OF SOIL STABILIZATION

WITH VOLGA WILD-RYE GRASS AND COARSE MINERAL BLANKET

A. PROJECT AUTHORITY AND PURPOSE. - Agreement between the Government and the owners of certain railroad and highway facilities, expressly for the relocation of such portions of the facilities adversely affected by the construction of McNary Dam and Reservoir, provided as part of the work agreed upon, for the stabilization of certain blow sand areas by and at the expense of the Government. All work accomplished was designed to protect the relocated facilities by correcting wind blown sand conditions encountered throughout extensive and active blow sand areas which interfered with the safe and efficient operation of the affected facilities.

B. PURPOSE OF REPORT. - The purpose of this report is to outline the work conducted throughout the right-of-ways of the relocated facilities, and to submit a record of the procedures followed and of the relative effectiveness of the various stabilizing agents used in the work. It is also intended to provide recommendations and conclusions for guidance in future work of this nature, based upon the successes and failures observed throughout the project areas since completion of the stabilization work. Costs are presented as a matter of record, but should not be used as an indication of the actual cost of stabilization of similar areas, since extensive experimentation was conducted in connection with the project specially in the case of stabilization work performed by the planting of vegetative agents.

C. PROJECT LANDS. - The topography throughout the work areas is rough. The soils are composed mostly of light sandy materials highly vulnerable to wind erosion but partially consolidated silty lake-bed deposits are encountered in some areas. Native vegetation within the problem areas was very sparse and extensive blow sand areas were encountered. There is much evidence in this region of unsuccessful attempts to stabilize blow sand areas. The use of snow fences, brush fences, liquid asphalt, straw mulching and seeding of annual rye, while retarding the sand movement, has not succeeded in accomplishing permanent stabilization. See Figures 5 and 18 for typical areas before stabilization.

The climate of the McNary Dam area is characterized by low annual precipitation and a wide seasonal range in temperature. Summer daily maximum temperatures range between 90° F to 100° F. Winter temperatures are usually mild with normal daily means above freezing in all months. The normal annual precipitation for the area is 7.69 inches; extremes of record show 4.07 inches in 1934 and 11.69 in 1881. The major portion of the precipitation occurs during the winter months, and normally, evaporation exceeds rainfall during the summer months. Prevailing winds are from the southwest with velocities of about 65 m.p.h. occasionally recorded during the spring months. The climatic conditions in the McNary Dam area, particularly the low rainfall during the growing season and the high winds during the spring months, makes control of blow sand by vegetative means very difficult and preclude economic use of many types of plants which have been successfully used in other areas.

D. STABILIZING AGENTS. - 1. Preliminary Investigations. - The adaptability of various mechanical and vegetative methods of control under McNary area conditions, and the relative costs of these methods, were carefully studied in an attempt to select the most suitable program for this project. Investigations included consultation with the Soil Conservation Service, which agency cooperated with the Corps of Engineers throughout the entire grass planting program. The studies showed two methods most promising for permanent stabilization of the blow sand areas, namely the planting of Volga wildrye grass and the application of a stabilizing blanket of coarse mineral particles.

Our program for [illegible] essentially combines both.

2. Volga Wildrye Grass. - a. General Description. - Volga wildrye grass was introduced into this country from Siberia especially for use in the stabilization of inland sand dunes. It is unpalatable to most animal life, of coarse texture and drought-resistant, and reproduces by underground rootstocks. The P-204 and P-206 strains of Volga wildrye grass were used in the stabilization of areas covered by this report. The P-206 strain is a tall, vigorous, broad, green-leaved variety. The P-204 strain is short, slow growing, supposedly more drought-resistant and characterized by blue foliage. These two strains of wildrye grass growing in the McNary area are shown in Figures 7 and 8.

b. Previous Use Record. - Volga wildrye grass was planted by the Soil Conservation Service for the stabilization of inland sand dune areas in Adams and Grant Counties, Washington, which have climatic conditions similar to those of the McNary area. After consultation with the Soil Conservation Service, a spacing of 20" x 20" was deemed desirable for the exposed slopes and scour areas where wind erosion was most critical, and a 24" x 24" spacing was selected for deposit areas and less critical sites. It was determined that plant spacing requirements should be governed by steepness of slopes, soil character and severity of wind action.

c. Source of Supply. - The only two known sources of supply of Volga wildrye grass plants were the U. S. Bureau of Reclamation development farm near Winchester, Washington and the original stock of the Soil Conservation Service's nursery at Pullman, Washington. An agreement between the Soil Conservation Service and the Corps of Engineers provided for the production of Volga wildrye grass plants during 1949, 1950, and 1951. The plants were obtained at actual production costs, f.o.b. nursery at Winchester, Washington. It would have been more desirable, time permitting, to have grown the wildrye grass plants nearer to the place of use, since it would have reduced transportation costs and would have made it possible to plant sooner after digging.

d. Care of Plants. - Planting stock was transported by truck to the job site from the nursery at Winchester, Washington (about 150 miles from planting site). The plant bundles were packed carefully in layers of moist sawdust and covered with a tarpaulin to prevent drying out while in transit. On arrival at the planting site, the bundles which could not be planted directly from the truck within about three days time, were buried in a trench to a depth of about 10 inches and moist sand was firmed around them. It was considered important that this heeling-in be done in narrow beds, not over two bundles wide, in order to avoid heating of the grass. Plants were kept in those beds until planted.

3. Mineral Blanket Material. - A large portion of the stabilization work was performed by the placement of Columbia River gravels, rock spalls or crusher waste materials, in the form of overlaying stabilizing blankets. Complete descriptions of these coarse mineral materials are given under Article F, "Stabilization with Coarse Mineral Blanket".

E. STABILIZATION WITH VOLGA WILDRYE GRASS. - 1. General Description of Work. - Extensive work of stabilization of blow sand areas along the relocated Spokane, Portland and Seattle Railway right-of-way was performed by the planting of Volga wildrye grass of the P-204 and P-208 strains. In total, 16 acres of sand dune areas and 6 acres of roadway slopes were planted. Locations of the work areas, which are found scattered throughout the railway right-of-way, are shown on Figure 1.

2. Grass Strain Selection. - Although only certain areas were originally assigned the P-204 strain of grass, which was deemed to have greater drought resistance but much less foliage, the availability of a particular variety at time of planting became the controlling factor and the two strains were planted somewhat at random throughout the entire project area.

3. General Planting Details. - Planting of Volga wildrye grass was accomplished as Corps of Engineers' hired labor projects in 1949, 1950, and 1951. The work was performed during the late fall and early winter of each year, when normal moisture and temperature conditions in the region are relatively favorable for this type of operation. Planting was of necessity accomplished almost entirely by manual labor due to the rough topography of the work area. A typical planting crew consisted of 10 or 12 men working in two-man teams, one man making openings in the sand and the other inserting the plants and compacting the sand around them with heavy heel thrusts in order to eliminate air pockets around the roots. Plants were planted to depths of from 10 to 12 inches below natural ground. If sufficient moisture was not encountered at those depths, irrigation was performed in advance of planting. During 1950 operations, a trial was made with a planting machine obtained on loan from the Bureau of Reclamation. After a few trials the use of the machine was discontinued due to the rough topography and the existing high degree of compaction of the sands. See figures 12 and 13. A large spring tooth harrow was also used to some extent during the 1950 operations, but since

subsequent manual labor still had to be performed to make openings in the sand to the proper planting depth, its use was also discontinued. A tile spade, 14 to 16 inches long and 5 to 6 inches wide, was found to be the most effective tool for making openings.

4. 1949 Operations. - a. Extent of Work. - Several areas downstream from the dam totaling approximately 37 acres were planted to Volga wildrye grass in November 1949. Six acres of slopes and scour areas were planted with the P-204 strain using 20" x 20" spacing, and 31 acres of deposit areas were planted with P-208 and P-204 using 24" x 24" spacing. Based on two plants per hill, the 20" x 20" spacing required approximately 33,000 plants per acre and the larger spacing required about 24,000 plants for each acre. A total of 940,000 plants were used of which 249,000 were of the P-208 variety and 691,000 were of the P-204 strain.

b. Irrigation. - 1949 was the second driest year on record in the McNary area with a total precipitation of only 4.22 inches. Approximately 3 inches of water were applied by overhead sprinkling in advance of planting. Temperatures during the first half of November averaged about 60°F. and some sprinkling was done after planting to reduce water loss from plants by transpiration. Irrigation of the work areas was accomplished by contract.

c. Fertilizing. - The areas planted in 1949 were fertilized in early February 1950. Fertilizing at a rate to supply approximately 40 pounds of available nitrogen per acre was deemed necessary. Actual application was 110 pounds of ammonium nitrate per acre or an equivalent of approximately 37 pounds of available nitrogen per acre.

} we propose 400 lb/acre of 22-16-3!

d. Observations and Results. - A careful study was conducted on the 6 acres of cut and fill slopes and scour areas to determine the adaptability of the P-204 strain to these sites. A survival rate of from 40 to 50 percent of the original planting was observed, with no apparent increasing density. It was determined that the sand was too compact and dry to provide suitable growing conditions. (See 1950 operations for final treatment of these areas). Throughout the 31 acres of deposit areas planted, a rate of survival of between 65 to 80 percent of the original planting was observed, with sufficient increase in density. It was noticed that in most cases where the P-208 strain was used, sand dune stabilization was accomplished within two years. Figures 6, 9, 10 and 11 show increase in grass density after two years growth.

e. Cost per Acre. - Total costs per acre for planting at 20" x 20" and 24" x 24" spacings were as follows:

	24"x24" Spacing	20"x20" Spacing
Irrigation	$114.00	$114.00
Plants	80.00	110.00
Labor	147.50	202.50
Transportation	20.50	20.50
Other planting costs including motor vehicles, tools, materials, supplies, inspection and Government overhead	67.00	67.00
Fertilizing	16.00	16.00
Total overall costs	$445.00/acre	$530.00/acre

Some delay was encountered in irrigating the areas in advance of planting which resulted in excessive man hours of stand-by time and high irrigation costs. Due to conditions existing throughout the work sites, where isolated blow spots, undulating and irregular areas and steep slopes were planted, 95 and 125 man hours of planting labor were required per acre for the 24 inch and 20 inch spacings, respectively.

5. 1950 Operations. - a. Extent of Work and Climatic Conditions. - During December 1950 and January 1951, approximately 10 acres of new plantings were made in scattered areas adjacent to the relocated railway upstream from the dam. The replanting of the 6 acres of slopes and scour areas planted in 1949 was also performed at this time. Natural precipitation for 1950 was 10.4 inches and sufficient moisture was encountered at planting depth, so irrigation was not necessary. Temperatures were below the allowable 55° F. maximum. New plantings were made with P-208, spaced at 18" x 18", two plants per hill, which required approximately 39,000 plants per acre. Replantings were made with P-204, spaced 12" x 12", two plants per hill, which required approximately 87,000 plants per acre. A total of 910,000 plants were used of which 620,000 were of the P-204 strain and 290,000 were of the P-208 variety.

b. Fertilizing. - All work areas were fertilized immediately after planting. Ammonium nitrate was applied at the rate of 120 pounds per acre.

c. Observations and Results. - The rate of survival of plants within the ten acres of new plantings was very poor. Shallow placements and poor firming of plants apparently accounted for the poor stand. These areas were turned over to the Spokane, Portland and Seattle Railway for stabilization with crusher waste materials. The six acres of replantings were made mostly to test the grass on slopes and scour areas at a 12" x 12" spacing. In some areas the grass was not established successfully, since continued scouring resulted in channeling, blowing out, or breaking of plants before growth started. See Figure 14. It was decided that neither the P-204 or P-208 strains would effectively stabilize all of the scour areas; and 4 acres were eventually provided with a gravel blanket. This acreage is included in the work hereinafter described under Article F. "Stabilization with coarse Mineral Blanket". Throughout approximately 2 acres, a 40 to 50 percent survival was realized which with the previous planting resulted in adequate stabilization. See Figure 15.

Art F
Mineral

d. Cost per Acre. - Total costs per acre for planting at 18" x 18" spacing and replanting at 12" x 12" spacing were as follows:

	18"x18" Spacing	12"x12" Spacing
Plants	$191.50	$426.50
Labor	255.00	570.00
Transportation	20.50	20.50
Other planting costs including motor vehicles, tools, materials, equipment supplies, inspection and Government overhead	195.00	195.00
Fertilizing	18.00	18.00
Total overall costs	$680.00/acre	$1,230.00/acre

6. 1951 Operations. - a. Extent of Work and Climatic Conditions. - Five acres of new planting and five acres of replanting were accomplished with the P-208 strain at 18" x 18" spacing. Approximately 390,000 plants were used. Natural precipitation was [illegible].25 inches in 1951 which provided adequate moisture at planting time, and irrigation was not necessary. The 5 acres of replantings were scattered throughout the 31 acres of deposit area effectively planted during 19[illegible] operations.

b. Fertilizing. - The work [illegible] was fertilized immediately after planting. Ammonium sulphate was applied at the rate of 200 pounds per acre.

c. Observations and Results. - All 1951 operations were successful and both the newly planted and replanted areas were satisfactorily stabilized.

d. Cost per Acre. - Total cost per acre for planting or replanting at 18 inch spacing was as follows:

Plants	$250.00
Transportation	28.00
Labor	262.00*
Other Planting costs, including motor vehicle, tools, materials, supplies, inspections and Government overhead	270.00
Fertilizing	18.00
Total overall cost	$828.00 per acre

* A total of 1,500 man hours were expended to complete the planting at approximately 260 plants per man-hour. Figure 3 illustrates the man hours expended and the rate of accomplishment per day for the 1951 operations. The low planting rate shown for 23 and 29 November was due to time spent heeling-in plants from truck to heel-in beds. The drop shown from 5 to 11 December was attributed to two conditions, some frost in the ground and time spent fertilizing.

F. STABILIZATION WITH COARSE MINERAL BLANKET. - 1. General Description of Work. --Extensive work of stabilization of wind blown areas along the relocated right-of-ways of Spokane, Portland and Seattle Railway, Union Pacific and Northern Pacific Railroads and Washington State Highway No. 410 was performed by the placement of an overlaying blanket of pit run gravel, crusher waste or rock spalls. Stabilization work along the Spokane, Portland and Seattle Railway, upstream and downstream from McNary Dam, was accomplished during 1950 and 1951. The work along the Union Pacific and Northern Pacific Railroads and State Highway was performed in 1952 and was confined to scattered small areas in the vicinity of Wallula. (For locations see Figure 1). All work consisted of the stabilization of roadway slopes and sand dune areas. In total, approximately 130 acres were stabilized with mineral blankets, of which 110 acres were along the Spokane, Portland and Seattle Railway and 20 acres along the Union Pacific, Northern Pacific and Highway relocations. Although most of the material encountered in the work areas was fine wind blown sand, some areas were found to include gravelly sands, and others contained lake bed deposits consisting of stratified fine sand and consolidated silt. Typical gradations of these native materials are given in Figure 2. Gradation of mineral agents used are shown in Figure 4.

2. Stabilizing Agents Used. - a. Pit Run Gravel. - Approximately 112 acres of [illegible] areas along the Spokane, Portland and Seattle Railway right-of-way (and [illegible] of the 20 acres within the UP-NP and State Highway relocations) were stabilized by the placement of a protective pit run gravel blanket. The gravel used in the work was typical Columbia River gravel, characteristically [illegible] graded between the Nos. 4 and [illegible] sieves. Within the Spokane, Portland and Seattle Railway portion,

of the work, the gravel graded from 3-inch maximum particle size to fines, with approximately 25 percent finer by weight than No. 4. The gravel for the UP-NP and State Highway work graded down from 6-inch maximum size and contained approximately 45 percent finer than No. 4. See Figures 19, 20, and 21 for typical areas stabilized with pit run gravel.

Gradation

b. Rock Spalls and Crusher Waste. - Of the remaining 18 acres along the Spokane, Portland and Seattle Railway, approximately 8 acres were stabilized with rock spalls and 10 acres were protected with crusher waste material grading from 3/4 inch nominal size to fines (with a deficiency of Nos. 8 to 20 sizes) and containing approximately 35 percent by weight finer than No. 4. Figures 16 and 17 show stabilization with crusher waste and Figure 22 is typical of material in stock pile.

2" Minimum

3. Construction Details. - The sand dune areas which were stabilized throughout the various relocation sites, received a minimum thickness of two inches of stabilizing agent. Flow sand deposits with relatively steep slopes were flattened to 1 on 3 or flatter slopes before placement of the stabilizing blanket.

Areas along the Spokane, Portland and Seattle Railway relocation upstream from McNary Dam comprised the greatest portion of the total area stabilized. All work performed, both upstream and downstream from the dam, was mostly of the above "sand dune stabilization" type although several cut slopes and roadway fills were also stabilized. In 1950 approximately 2 acres were stabilized with pit run gravel near the west end of the SP&S relocation near Plymouth Station, and two sites totaling 8 acres were stabilized with rock spalls near the old Berrian Station and the Tomar siding, both located upstream from McNary Dam. In the spring of 1951 the SP&S Railway stabilized approximately 10 acres with crusher waste material stockpiled during ballasting operations; these work areas were scattered along their right-of-way, both upstream and downstream from the dam. The rest of the work along the UPRR was performed in the fall of 1951 and was entirely accomplished with pit run gravel. Excavated slopes along the SP&S roadway were 1 on 2 and were stabilized with a 6 inch mineral blanket. The gravel, rock spall or crusher waste blanket was carried up over the top of the cut slopes so as to overlap the undisturbed materials for approximately 2 feet. Roadway fills, which were constructed of alluvial sands with 1 on 2 slopes, were stabilized with a 4 inch mineral blanket. The gradations of the alluvial sands, encountered within the relocated SP&S roadway and the State Highway relocation, are shown in Figure 2.

Excavation slopes along most of the Washington State Highway were 1 on 2 and were protected with 3 inches of pit run gravel; some of the excavated slopes were 1 on 1.5 and received a protective 4 inch blanket. The steeper slopes occurred to a large extent through areas of partially consolidated silty lake bed deposits, which were also encountered throughout most of the work areas along the Union Pacific-Northern

Pacific relocation. All excavation slopes along the Union Pacific-Northern Pacific relocation were 1 on 1.5 and were also protected with 4 inches of gravel. Some of the fills for these relocations (in the vi~~cinity of Wallula~~) were constructed entirely of pit run gravel, but most of them were constructed with sandy silt or silty sand in the central portion with 2 feet of pit run gravel constituting the outside portion of the roadway fill. In either case, the stabilization of the fill surface was not required. Minor scattered blow sand areas were also stabilized in connection with the State Highway and Northern Pacific-Union Pacific relocations.

4. Results. - A study of existing conditions indicates that gravel and crusher waste materials of the types used are barely adequate in excavations through alluvial sands with slopes of 1 on 1.5 since the stabilizing material tends to ravel on this steep slope. However, since the 1 on 1.5 cuts were very shallow, the protection was still found to be effective. Where slopes of 1 on 1.5 were made through the partially consolidated silty lake bed deposits, the protective material has now almost completely ravelled off the slopes; but protection is still effective where 1 on 1.7 or flatter slopes were provided. The excavated slopes in these lake bed deposits are hard and smooth and there is no bonding between the natural materials and the protective cover. Where excavation slopes were 1 on 2, in both blow sand and alluvial sand, the 3 to 6-inch depths of coverage were effective, but 3-inch thick mineral blankets are deemed to be barely adequate. Application of granular materials at all locations resulted in immediate and complete correction of blow sand conditions. In many cases, and especially in relatively flat sand dune areas, an excellent growth of natural vegetation developed the year following the application of the stabilizing gravel or rock particles. Fills along the Union Pacific-Northern Pacific relocation, which were constructed entirely or partially of pit run gravel, show cracking along the shoulder and considerable sloughing and erosion. This is attributed to the slopes being too steep and to the material containing too much sand.

Note

3"

5. Costs. - The 1950 stabilization work (2 acres of gravel blanket and 8 acres of rock [illegible]) [illegible] by the contractor engaged in the [illegible], Portland and [illegible] Railway relocation work, cost of which amounted to $325.00 per acre.

The SP&S Railway Company was reimbursed $100.00 per acre for the 10 acres stabilized by them in the spring of 1951 utilizing crusher waste materials furnished by the Government [illegible].

The remaining 90 acres of stabilization work along the SP&S, performed under contract in the fall of 1951, cost [illegible].00 per acre. Only an insufficient amount of [illegible] was available for the work and the contractor used pit run gravel almost entirely.

Payment for the UP-NP and State Highway stabilization work was made under the relocation contract at the rate of [illegible] per cubic yard.

G - CONCLUSIONS AND RECOMMENDATIONS. - 1. General. - If complete stabilization is required within a short period of time, or if soil and wind climatic conditions are too unfavorable to vegetative growth, a coarse mineral blanket should be placed as a stabilizing agent. On the other hand, where conditions are not excessively adverse to the establishment of relatively dense vegetative covers, the planting of perennial, non-palatable plants should be attempted, since this stabilization method has the highly desirable feature of improving with age and of requiring little or no maintenance once complete control is accomplished. This method is further desirable, since healthy stands of vegetation have the ability to trap sands which may be blown in from other active blow areas outside the stabilized zone. At several locations, fairly good covers of native vegetation were naturally established subsequent to mineral blanketing operations. Where grass planting failed to accomplish the desired stabilization and the area was subsequently covered with a mineral blanket, observation of the combined results established the fact that a combination of the two methods is conducive to the accomplishment of complete stabilization.

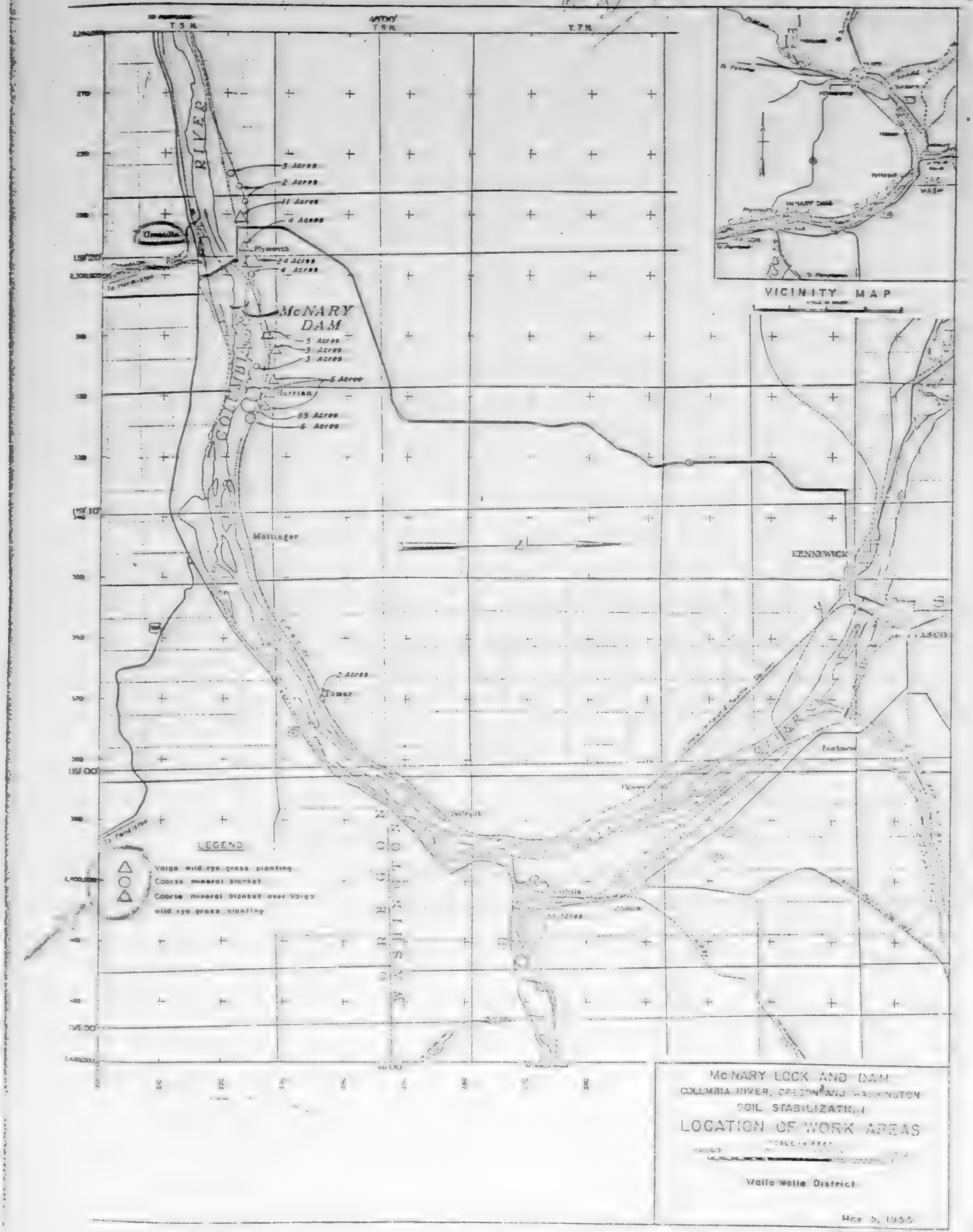
2. Volga Wildrye Grass. - A significant fact apparent from the observations is that the P-208 grass strain can be effectively established in sand deposit areas. A plant spacing of 24" x 24" was found to be effective for stabilization after two years of growth. While the P-204 strain was originally considered more resistant to drought, its rate of survival throughout the project areas was found to be inadequate for effecting complete stabilization. Observation of the two strains during the first two years after planting showed the P-208 strain to have a greater survival rate, taller growth, more vigor, faster increase in both root and top growth and more effective sand trapping capabilities. One application of fertilizer at planting time, or shortly thereafter, seems adequate to start the plants. Further applications are believed without benefit under these low rainfall conditions. Success is deemed to depend primarily on moisture content of the soil, weather conditions and planting technique. It is estimated that approximately 7 inches of annual precipitation is required for survival in this region. Temperatures should be below 50 F. at planting time. Plants should be placed 12 to [illegible] deep and soil compacted around the roots [illegible]. [illegible] topographically [illegible] areas. Machine planting has been accomplished [illegible] where the area is several acres in extent, the sand is loose, and the ground surface is generally flat and free of irregularities [illegible] roots. Even under best conditions some replanting by hand will [illegible] due to improper placement of plants. [illegible] found to be inadequate [illegible] survival rate for both the P-204 and P-208 [illegible] 40 to 60 percent. Grass stabilization is not recommended on [illegible] sand or under severe [illegible] as occur on [illegible] and on [illegible] slopes. [illegible] available, [illegible] stock [illegible] sand deposits [illegible]

can be procured or grown near the site, and if immediate stabilization is not required.

3. Mineral Blankets. - Sand dune areas with slopes flatter than 1 on 3 can be successfully stabilized with relatively small amounts of material. The important factors are complete coverage and the use of materials not subject to movement by the wind. The 2-inch cover used for this work proved to be successful whether using gravels larger than the specified minimum cover or 3/4-inch minus material. Observations indicate that where slopes are steeper than 1 on 3, a 4-inch coverage should be specified. Small crushed rock, gravel or rock spalls can be used successfully and at reasonable costs if readily available. On slopes, the gradation of the stabilizing material also becomes an important factor. Gravels containing up to 50 percent maximum sand are satisfactory for stabilizing sand dunes. Materials for the stabilization of excavation and embankment slopes should not contain more than 35 percent sand, and should be of 2-inch or larger maximum particle size and fairly well graded. Excavation slopes in blow sand areas should be governed by the angle of repose of the materials to be used for stabilization. In general a 1 on 1½ slope is too steep except for very shallow cuts. This is particularly true where the excavation is in material similar to the partially consolidated silty lake bed deposits encountered in this work. It is recommended that where relatively permanent stabilization is desired, excavation slopes be made not steeper than 1 on 1.75. This flatter slope is also recommended for embankments constructed of fine grain materials if stabilization is to be accomplished.

ILLUSTRATIONS

2.6 mi
River [illegible]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△ Volga wild rye grass planting
○ Coarse mineral blanket
△ Coarse mineral blanket over Volga wild rye grass planting

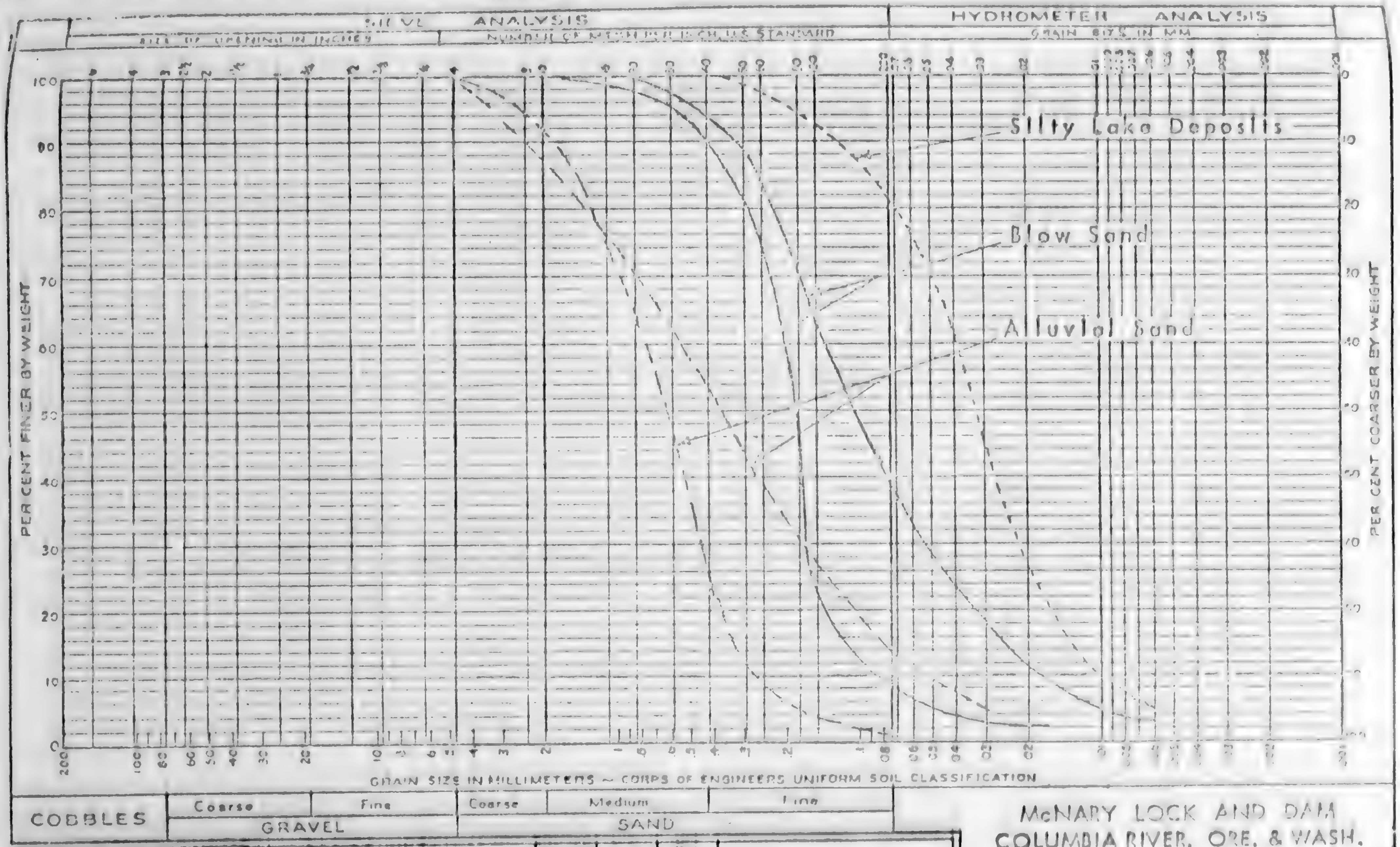
McNARY LOCK AND DAM
COLUMBIA RIVER, OREGON AND WASHINGTON
SOIL STABILIZATION

LOCATION OF WORK AREAS

Walla Walla District

May 5, 1955

FIGURE 1



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NPD FORM JAN 1951 321

GRADATION CURVES

CORPS OF ENGINEERS, NORTH PACIFIC DIVISION TESTING LABORATORY, PORTLAND, OREGON

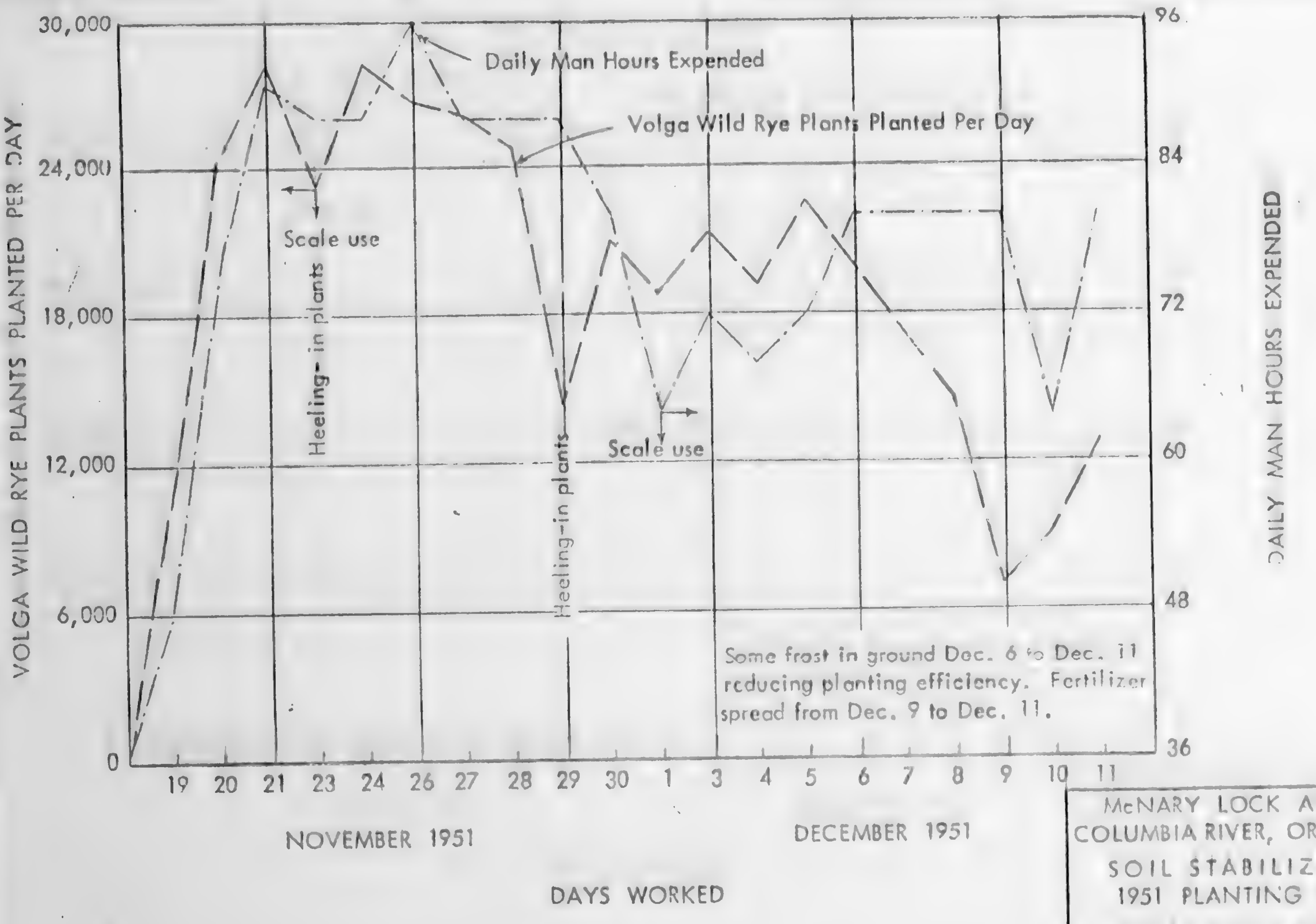
Plotted

Checked

McNARY LOCK AND DAM
COLUMBIA RIVER, ORE. & WASH.
SOIL STABILIZATION
GRADATION OF NATIVE MATERIALS
WALLA WALLA DISTRICT

Date: May 5, 1955

FIGURE 2

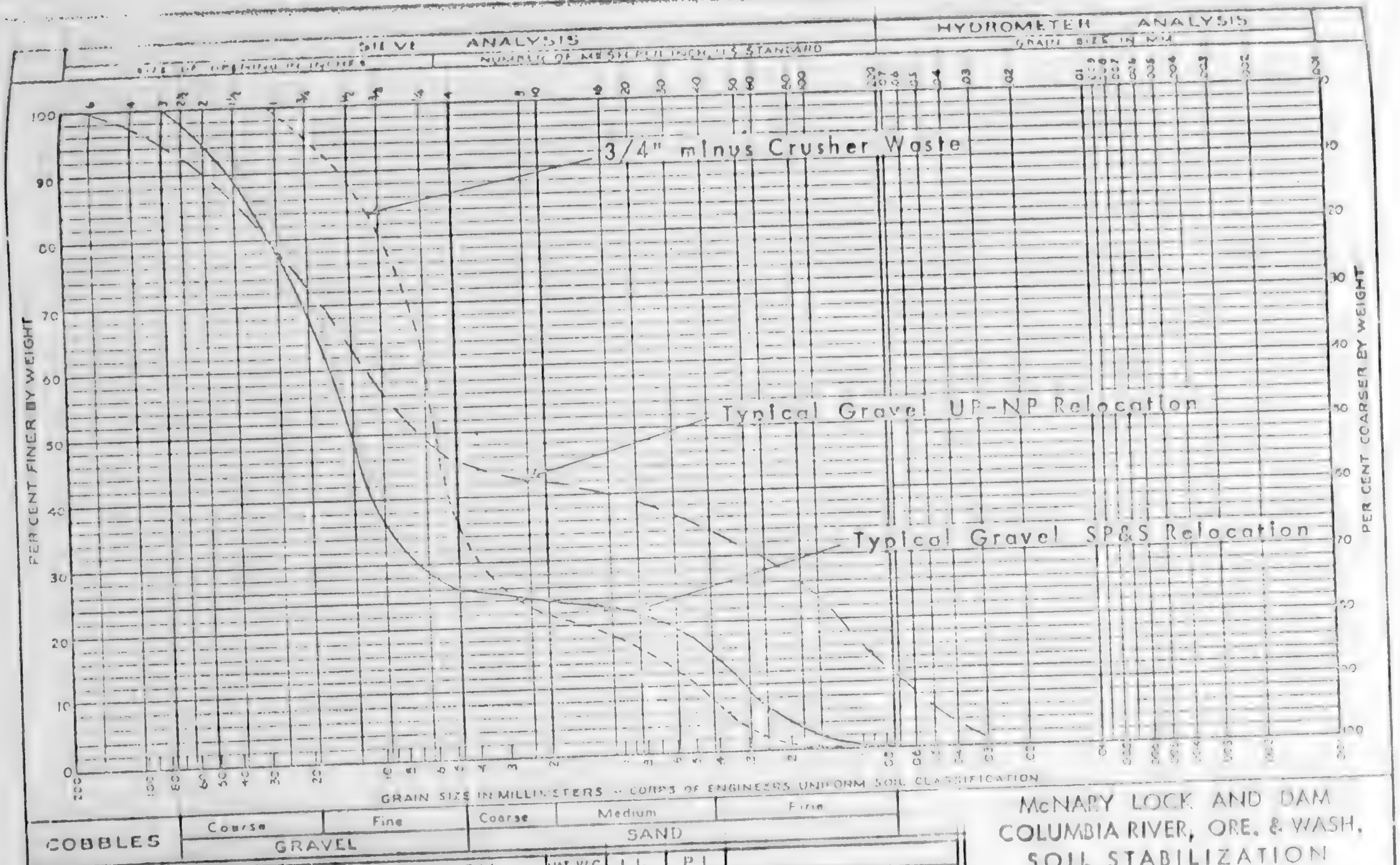


Some frost in ground Dec. 6 to Dec. 11 reducing planting efficiency. Fertilizer spread from Dec. 9 to Dec. 11.

McNARY LOCK AND DAM
COLUMBIA RIVER, ORE. & WASH.
SOIL STABILIZATION
1951 PLANTING CHART
WALLA WALLA DISTRICT

Date: May 5, 1955

FIGURE 3



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GRADATION CURVES

NPD FORM 321
JAN 1951

CORPS OF ENGINEERS, NORTH PACIFIC DIVISION TESTING LABORATORY, PORTLAND, OREGON

Plotted:
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McNARY LOCK AND DAM
COLUMBIA RIVER, ORE. & WASH.
SOIL STABILIZATION
GRADATION OF MINERAL
STABILIZING AGENTS
WALLA WALLA DISTRICT

Date: May 5, 1955

FIGURE 4

Fig. 5 Typical blow sand area prior to stabilization with Volga wild rye grass. 29 September 1949.

Fig. 6 Same area planted in November 1949 with Volga wild rye grass P-208 strain, after two years growth. 10 July 1951.

Fig. 7 Two strains of wild rye grass planted November 1949. P-208 on left and P-204 on right. Note increased height and vigor of P-208. 31 May 1950.

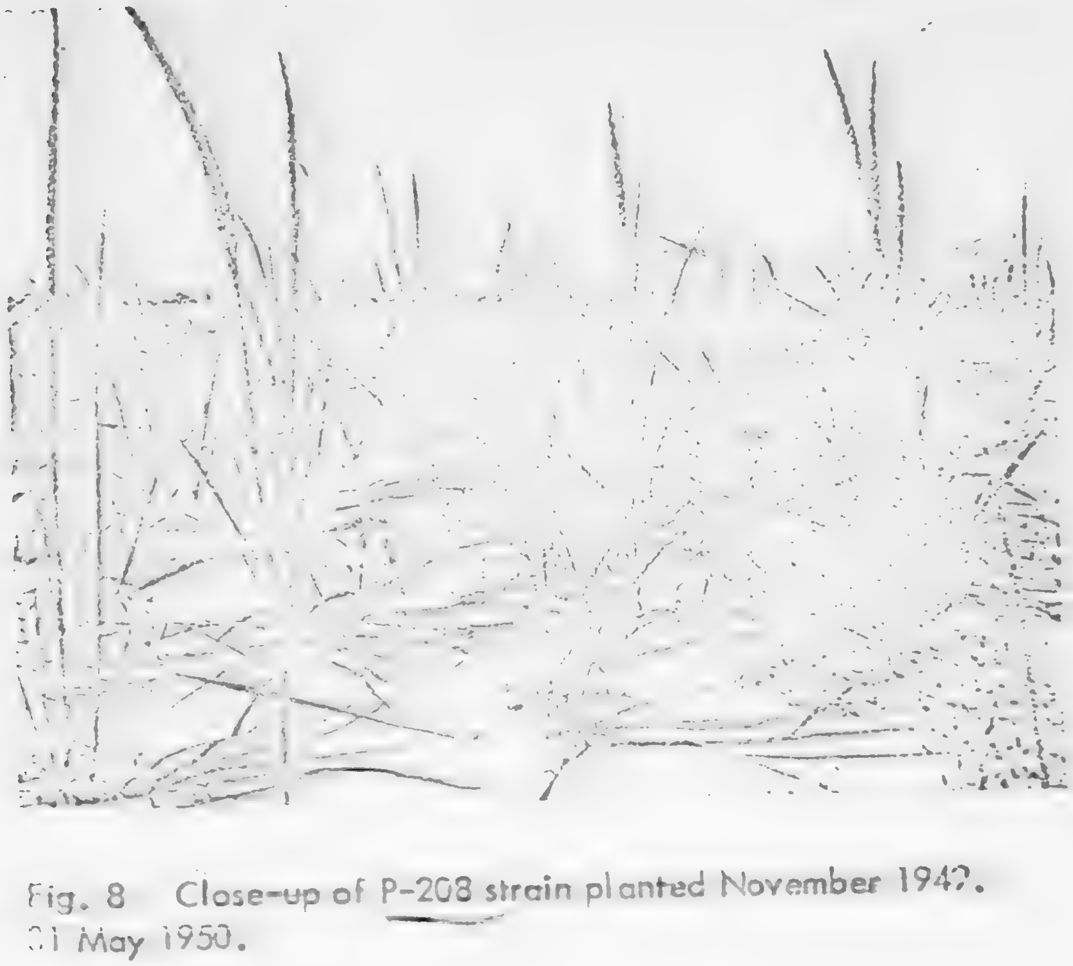

Fig. 8 Close-up of P-208 strain planted November 1949. 31 May 1950.

Fig. 9 Moving sand dune planted to P-208 strain in November 1949. 8 May 1950.

Fig. 10 Same dune stabilized and protecting relocated Plymouth Station facilities. 10 July, 1951.

Fig. 11 Close-up of P-208 strain showing increased density by vegetative shoots. Planted November 1949. Photographed [illegible] July 1951.

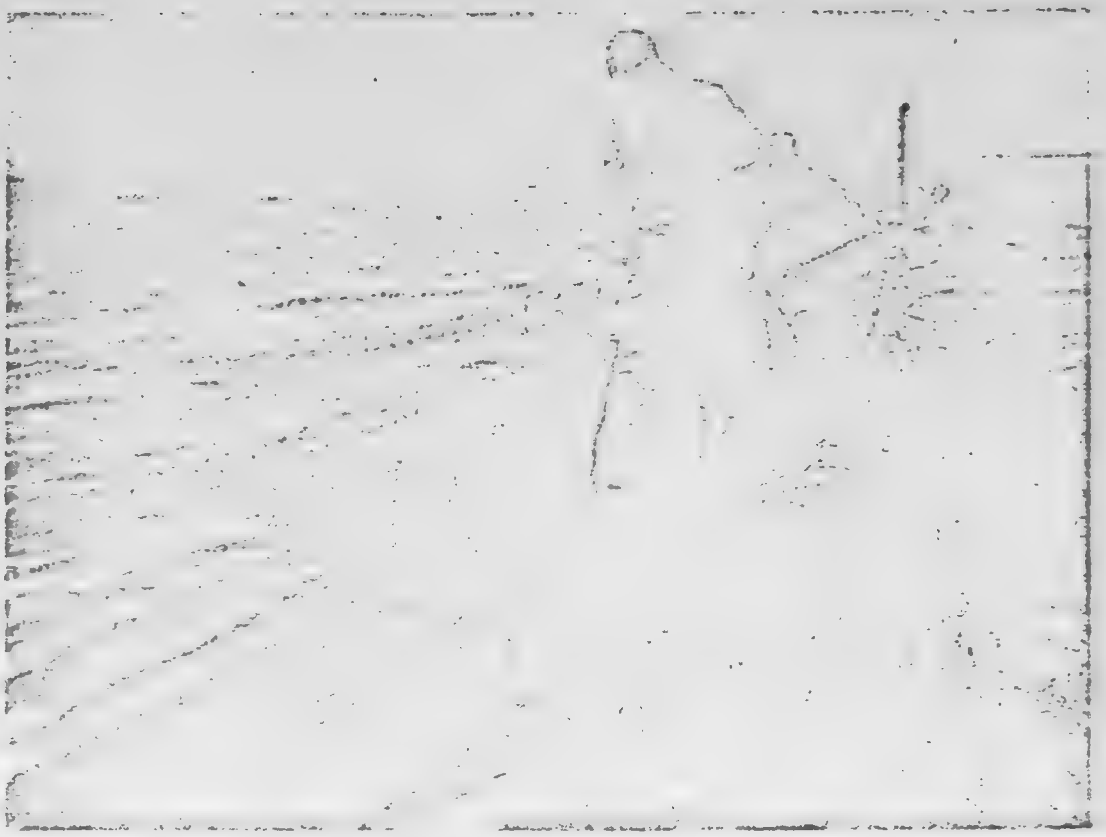

Fig. 12 Planting machine used by the U.S. Bureau of Reclamation on large sand dune near Moses Lake, Washington. 16 November 1950.

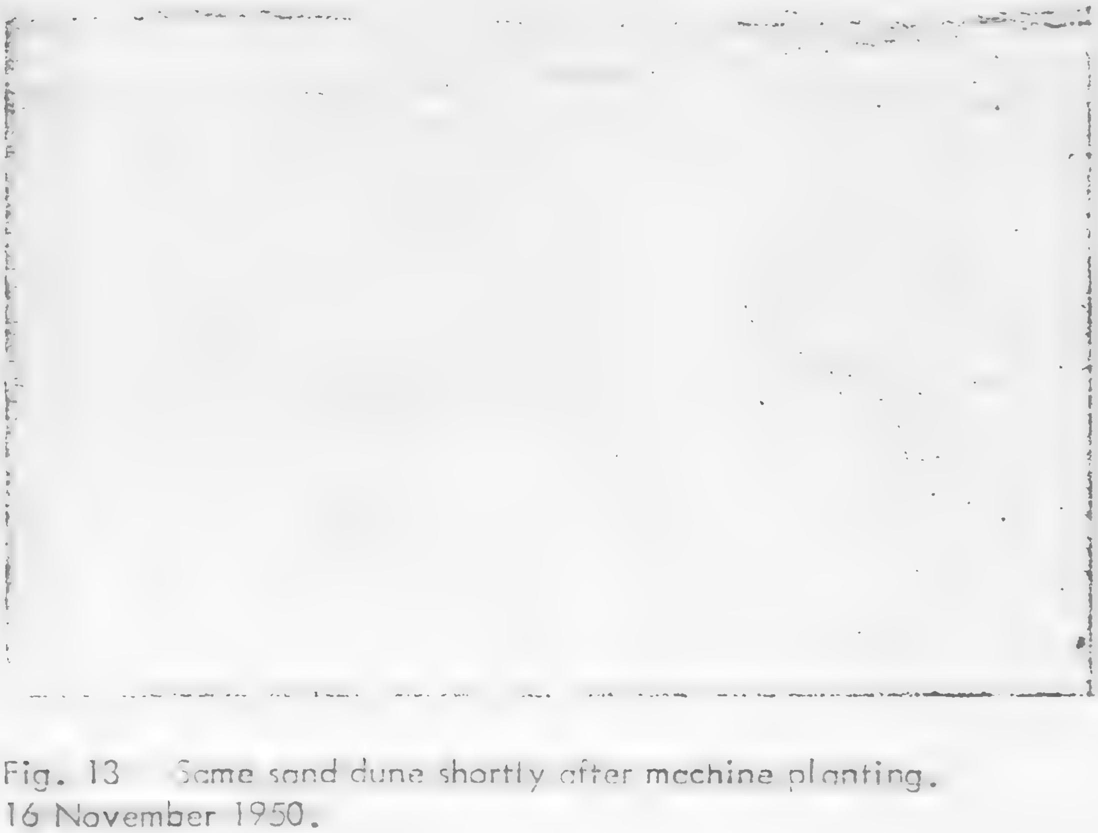

Fig. 13 Same sand dune shortly after machine planting. 16 November 1950.

7-b –

Oregon Journal, January 29, 1982

NOTED
H. S. COULTER

A river of sand

Sand and wind can accomplish what would defeat an army of bulldozers. The flowing shapes of the sand dunes on the Oregon Coast move inland on the wind, creating the moonscape of Dunes National Recreation Area. In the Sahara, the dunes move in on the date palms of some small oasis, and eventually the people have to move their poor belongings, for there is no way to stop the flowing sand.

But there are ways to stop the sand in the Columbia River Gorge east of The Dalles, which flows on the dry summer winds down from the hills above Interstate 84 and the Union Pacific railroad tracks.

One way is proposed by the state Highway Division: Cover the sand with a "mineral blanket" — three or four inches of crushed rock. It's a conventional answer to a far from unique problem. The crushed rock is too heavy to blow in the wind, so it will hold the sand in place, is the reasoning.

An unconventional answer is being offered by a Portland environmental consultant, who suggests pumping sewage sludge from Portland (the sludge having been delivered by barge nearby) onto the sand, which would be planted with grass.

Not so unconventional as it may seem, in reality, for Golden Gate Park in San Francisco is an old sand dune which has been treated with sludge. Other examples of soil stabilization with sludge can be found even closer to home.

The sand is not just a one-place phenomenon. There's more at the source of the 50 acres that trouble the Highway Division. In years to come, the winds will move more sand into the area that threatens the highway.

A bed of vigorously growing grass will thrive on the arrival of more sand, while the mineral blanket may simply be covered up and buried in sand that has nothing to hold it in place. In a few years, enough will have accumulated to blow down on I-84 once again.

The Soil Conservation Service reclaimed thousands of acres of blowing sand along Clatsop Beach with grass in the 1930s. It saved Coffenbury Lake, now one of the popular recreation features of Fort Stevens State Park, from being inundated with a huge, moving dune.

The French have held back sand with grass along the windy Atlantic Coast, and the Dutch use grass to keep sand in place against storms from the North Sea. The network of roots reaches far down for water, and the grass climbs up into the deposited sand, refreshed and renewed in the battle.

If it were not so much cheaper and long-lasting as a remedy, (besides helping Portland get rid of its sludge, for which privilege it should be glad to pay part of the cost) the use of grass or the use of rock would not be a matter of public interest.

The Highway Division regards the use of grass and sludge as new and untested — high risk. But take just one more look at the dollars involved and see if grass doesn't look like the sure thing, and rock as the chancy choice.

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Department of Geology and Mineral Industries
ADMINISTRATIVE OFFICE
1069 STATE OFFICE BLDG., PORTLAND, OREGON 97201 PHONE (503) 229-5580

January 29, 1982

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Mr. Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Fred:

I have observed with some interest the recent developments involving the plans to deal with the sand dune which impinges upon I-84 between The Dalles and Biggs along the Columbia River.

In a regional study completed by our Department in 1977, we indicate that the total dune field covers about 300 acres and that it is composed of lag deposits laid down during one of the latest influxes of glacial meltwater at the close of the Ice Age.

Although your staff probably has already considered it, I would suggest that any plan of stabilization must address the source area of the sand farther upslope to be fully successful on a permanent basis. It also occurs to us that the sand may be of commercial value as a foundry sand. [illegible]

I am enclosing a copy of our Bulletin 91 for reference by your staff. They should also feel free to call me, if they have any questions that I might help them with.

Sincerely,

John Beaulieu

John D. Beaulieu
Deputy State Geologist

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Pesky sands of time spa

By **TOM STIMMEL**
Journal Staff Writer

The state Highway Division, frustrated by a pesky sand dune that keeps creeping toward Interstate 84 just east of The Dalles, has a controversial plan to stop the dune in its tracks.

The division wants to blast a rock outcropping near the dune, crush the rock and cover the dune with the results.

Engineers call the proposed 3- or 4-inch aggregate cover a "mineral blanket."

Environmentalists call it an outrage.

"It's a sledgehammer approach," snapped Nancy Russell of the Friends of the Columbia Gorge.

A Portland environmental consultant, George Ward, said he would prefer a sludge pump approach, using Portland sewage sludge to grow grass on the dune.

But Dale Allen, regional highway engineer at Bend, says the problem is growing, that the mineral blanket approach will work, and he wants the blanket in place while the weather is right.

Allen said the division hopes to let a contract in March, which would allow 60 or 90 days to work on the dune before it dries and begins to blow again.

The dune is 4 miles east of The Dalles at a point where the lanes of the interstate are separated by Union Pacific Railroad tracks.

Very little of it is visible from the highway, just a short gap between two ridges where sand slides down, but there is a great deal more just over the hill.

Ward said several hundred acres are covered with heaven knows how much sand at elevations up to 1,200 feet above the river. The part the Highway Division worries about covers 50 acres about 230 feet above the river.

In summer when the sand is dry and wind shrieks through the Gorge, the dune moves a little closer to the road. "It moves 12 to 15 feet a year. In three of four years, it'll be right on top of the freeway," said Richard Hawkins, district highway engineer at The Dalles.

The sand has become a problem for the highway people and the railroad, Hawkins said. Each summer highway crews must scoop up truckloads of sand from the freeway every week or two and haul it a few miles for dumping — and covering with a mineral blanket.

Hawkins has a bulldozer at work laying out a "haul road" across the dune in anticipation of the rock work. If no contract is let, he said he will use the road to haul blown sand back above the dune because he's running out of places to dump it.

The mineral blanket will require about 35 tons of crushed rock, Hawkins said. Quarrying the rock will excavate an opening about 200 feet long, 100 feet wide and 20 feet deep. The quarry will be out of view, and will be reseeded, he said.

Allen, at regional headquarters at Bend, said the Highway Division, after years of wrestling with the dune problem, finally has achieved a consensus among five agencies involved about what to do.

These agencies are the Highway Division, the railroad, which is concerned about sand packing its track ballast, the Soil Conservation Service, the Wasco County Soil and Water Conservation District and the Bureau of Indian Affairs, which owns the land.

Union Pacific has agreed to pay one-third of the cost.

The stabilization plan also is agreeable to Carl Kaser, a rancher who leases the land and who has had his own problems with shifting sand, Allen said.

Allen wants to get on with the business because his choice is either this winter or next winter, and sand removal from the highway costs $6,000 to $8,000 a year.

He said the Transportation Commission budgeted $217,000 for the work, hich is to include seeding over the crushed rock, but he hopes he can get a bid for $150,000 to $170,000.

Hawkins said bids are to be advertised Feb. 5, to be opened Feb. 25, but the process may be delayed a week.

To Ward, the environmental consultant, all this is unnecessary and overly expensive. He wants to stabilize the dune with an appropriate grass, without the mineral blanket.

He sees the solution to the Highway Division's problem as a solution to another entirely unrelated problem, what to do with Portland's sewage sludge.

"The city has to bury about 200 tons of sludge a day in a landfill, and it costs about $10 a ton," Ward said. "That's $2,000 a day, and the city is running out of room."

Ward's scheme is to pump the city's sludge to a barge landing proposed for Hayden Island and barge it upriver to an old steamboat channel along the riverbank, which by coincidence is directly opposite the gap where the sand dune is exposed to the freeway.

Ward would pipe sludge under the freeway lanes and railroad tracks (through culverts that already exist), pump it up on the dune and spray it over the sand.

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"They are not falsely identifying their problem," Ward said of the highway division. "They have a serious hazard, but they don't need to murder 50 acres unjustifiably."

Allen said the Highway Division listened to Ward's proposal during its research phase. "His approach is high risk," Allen said. "It's new, untested, at least in our minds."

Ward does not agree. "Golden Gate Park (in San Francisco) was a sand dune that was stabilized with sewage sludge," he said. "In fact, they still irrigate it with sludge now."

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This sand dune, creeping toward I-84 east of

Absent Troutda

By **JIM WARINNER**
Journal Correspondent

TROU ALE — City Administrator Allen Pe ns has been ordered back to work br t and early next Tuesday or face pos le "resignation" from the Troutdal taff.

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Perkins had been sched
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The 52-year-old Perkins
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questing a 30-day leave of
Bob Sturges denied the
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Hearing set in F

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This sand dune, creeping toward I-84 east of The Dalles, would be covered by crushed rock if the state has its way

Absent Troutdale official ordered back

By JIM WARINNER
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[illegible] had been scheduled [illegible] performance [illegible] Tuesday night. [illegible] has been postponed [illegible] according to [illegible]

[illegible] Perkins [illegible] Tucson, Ariz. [illegible] requesting a [illegible]-day leave [illegible] Stargel [illegible] Perkins to return to work at [illegible] Tuesday.

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"I want to emphasize [illegible] has not [illegible] up to Mayor Stargel [illegible] about this."

Troutdale [illegible]

[illegible] undergo a [illegible] councilors [illegible] resolved. [illegible]

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H[illegible]aring set in Farr[illegible]

OREGON CITY — A request by attorneys representing accused slayer [illegible] Wayne [illegible]

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Ex-firefighter

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Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

NOTED
E. S. HUNTER

January 21, 1982

In Reply Refer to
File No.:

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JAN 22 '8

REFER TO

FOR

Info	Inves	R/D	D R	Sign	[illegible]	File

Mr. Grant E. Wilson, Chairman
Wasco County Soil & Water Conservation Dist.
Wilson Brothers Farms
PO Box 246
Mosier, OR 97040

Mr. Dean Elliott
Bureau of Indian Affairs
Warm Springs Indian Reservation
Warm Springs, OR 97761

Doug Updike
Union Pacific Railroad Company
PO Box 8979
Portland, OR 97208

RE: Sand Stabilization Project, I-84, M.P. 92.52, (The Dalles)

Gentlemen:

The suggestion to prepare an Agreement and Memorandum of Understanding, to summarize our meetings, roles of our agencies and planned course of action has been done.

As you are aware, the Oregon Department of Transportation and Union Pacific Railroad have reached tentative agreement on funding the initial phase of the work. Prior to advertising for the proposed contract February 5, the Department will need signatures from your agency indicating your support and approval of the project as outlined.

Dick Hawkins is working with the Wasco County Planning staff. Scott Coulter, the State Highway Engineer, is keeping the Columbia River Gorge Association advised of our actions.

Your positive support thus far has been greatly appreciated and I believe we must now cooperatively change from studies to getting on with the work.

Please advise me of any changes you may wish to make in the "Agreement and Memorandum of Understanding". I would like to request a meeting February 1, at 10:30 a.m. in The Dalles Highway Office to obtain the signatures. If that date is not convenient, advise when we could bring the agreement to your office.

As mentioned above, subject to unforseen problems, the contract would be advertised February 5, bids opened February 25, and May 31 set as a completion date.

Yours very truly,

Dale D Allen

Dale D. Allen, P.E.
Region Engineer

DA:mr

encl

cc: Scott Coulter
Ed Hunter
Dick Hawkins
Dale Boner, Soil Conservation Service, Bend
Rich Campbell, Soil Conservation Service, The Dalles
Carl Kaser
D. L. Monson, Union Pacific Railroad

AGREEMENT AND MEMORANDUM OF UNDERSTANDING

This is an interagency cooperative agreement between the Oregon State Highway Division, Wasco County Soil and Water Conservation District, Warm Springs Bureau of Indian Affairs, and Union Pacific Railroad. This agreement establishes a procedure for stabilization of a blow sand area adjacent to Interstate Highway 84, near M.P. 92.52.

It is mutually recognized and agreed that:

Stabilization of this dune will result in savings of public funds used now in removing blow sand from railroad and highway facilities, provide for increased safety to the public, enhance the future use of the stabilized land, while not detracting from the beauty of the Columbia River Gorge.

Nothing in this agreement is to be construed as conflicting with existing laws, regulations, or prescribed responsibilities of these agencies.

Physical stabilization will consist of covering approximately 46 acres of sand blow area with three to six inches of crushed mineral aggregate followed by vegetative treatment.

The State Highway Division will prepare plans, specifications and award the necessary contract to produce and place the mineral blanket.

Through an appropriate agreement between Union Pacific Railroad and the Oregon Department of Transportation, financing of the above contract will be shared.

The Warm Springs Bureau of Indian Affairs will allow representatives and agents of these agencies necessary access to the land to produce the necessary aggregate and cover the blow area as described in the above mentioned plans and specifications.

The US Soil Conservation Service operating through an established agreement with the Wasco County Soil and Water Conservation District will provide technical advice and assistance. Working with the land lessee, Carl Kaser, the Highway Division, the Warm Springs Indian Agency, and the District will oversee and administer the vegetative phase of the project.

This Agreement and Memorandum of Understanding may be amended or supplemented by mutual agreement between the signers.

Upon commencement of actual work, weekly progress reports will be distributed to each party by the Oregon Highway Division and appropriate "on site" meetings will be encouraged to review progress and suggest appropriate changes.

Upon completion of both the physical and vegetative work, annual "on site" reviews will be made by representatives of the Conservation District, the Bureau of Indian Affairs, and the Highway Division to consider appropriate follow-up treatment.

We have read the foregoing and agree that the described treatment is in the agencies' and publics' best interest and should be undertaken as soon as possible.

Date: ______________________ ______________________________
Dale D. Allen, Region Engineer
Oregon State Highway Division

Date: ______________________ ______________________________
Doug UpDyke, Project Engineer
Union Pacific Railroad

Date: ______________________ ______________________________
Grant E. Wilson, Chairman
Wasco County Soil and Water Conservation Dist.

Date: ______________________ ______________________________
Merritt Youngdeer, Superintendent
Warm Springs Bureau of Indian Affairs

DA:mr

DATE: January 12, 1982

TO: Oregon Transportation Commission CON 21-2

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: The Dalles Sand Dune
Celilo Rock Production Project

The sand blow east of The Dalles adjacent to our highway has been a continual problem to both the State and the Union Pacific Railroad for many years, necessitating the removal of material before it blows across the highway. We have been studying various methods of stabilizing this sand or in some manner resolving the problem.

The best solution appears to be a method used successfully by the U.S. Army Corps of Engineers as well as by us and the State of Washington Highway Department. This method provides a blanket of material being spread over the sand. The estimated cost is $217,000.

An agreement is being negotiated with the Union Pacific Railroad to pay a portion of the cost. An agreement is also being negotiated with the Soil Conservation Service to assist in providing a vegetative cover in addition to the mineral stabilization.

Contingent upon successful negotiation of these agreements, your approval to undertake the project is requested. This matter will be on the agenda for your January 19 meeting.

HSC:ia

bc R. W. Gormsen
Fred D. Miller
D. H. Moehring
R. L. Schroeder
E. S. Hunter
J. B. Boyd
D. D. Allen
George Bell

QTMR 2"741 .5$1/3V JPOSPDP
9 ZQHXR 1

LRW BND 7 1-1[illegible] 1.40

SCOTT COULTER

RE - CELILO ROCK PRODUCTION

A ROCK PRODUCTION CONTRACT AT THE DALLES IS PROPOSED. THIS WILL PROVIDE A MINERAL BLANKET TO STABILIZE THE SAND ZONE NEAR THE DALLES. THIS STABILIZATION METHOD HAS BEEN USED SUCCESSFULLY BY THE ARMY CORPS OF ENGINEERS AND THE HIGHWAY DEPARTMENTS IN WASHINGTON AND OREGON.

SUBJECT TO APPROPRIATE AGREEMENTS BEING APPROVED WITH THE AFFECTED PARTIES, WE REQUEST THIS PROJECT [illegible] BE ADDED TO THE JANUARY 19 COMMISSION AGENDA FOR FUNDING APPROVAL. FUNDS WILL BE STATE CONST-47/777// RUCTION MONEY.

AN AGREEMENT WITH UNION PACIFIC IS BEING NEGOTIATED TO PAY A PORTION OF THE COST. AN AGREEMENT WITH THE [illegible] AND WASCO COUNTY SOIL CONSER- [illegible] SERVICE IS BEING NEGOTIATED TO ASSIST IN PROVIDING A VEGETATIVE COVER IN ADDITION TO THE ACTUAL MINERAL STABILIZATION. APPROPRIATE PERMITS OF ENTRY ARE BEING NEGOTIATED BY RIGHT OF WAY.

COST ESTIMATE	$[illegible],000
ENGINEERING-CONSTRUCTION	[illegible],000
TOTAL	$217,000

DALE ALLEN

MR [illegible]

1567

CON 6-2

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: January 12, 1982

FROM: Dale D. Allen
Region Engineer

SUBJECT: Celilo Rock Production
Project Request

NOTED
H. S. COULTER

The following rock production project has been discussed with Scott Coulter and Larry Rulien. The "crusher run" aggregate is being produced to provide a mineral blanket to stabilize the sand dune near The Dalles. The contractor will produce and haul the material, state forces will do the actual spreading.

Appropriate agreements are being prepared with the affected parties. We request this project request be added to the January 19 Commission agenda for funding approval. All funds will be state construction money.

An agreement with Union Pacific is being negotiated to pay a portion of the cost. An agreement with the US and State Soil Conservation Service is being negotiated to assist in providing a vegetative cover in addition to the actual mineral stabilization. Appropriate permits of entry are being negotiated by Right of Way.

DA:mr

cc: Scott Coulter
Dick Hawkins
Bob Schroeder
Harold Brainerd
J. B. Boyd

on commission agenda for 1/19/82
R

RECEIVED
STATE HWY ENGR
JAN 13 '82
REFER TO
FOR

REGON STATE HIGHWAY DIVISI
PROJECT REQUEST

Date: 1/11/82

A. IDENTIFICATION:

Proposed Section: Celilo Rock Production Region: 4
Highway: Columbia River St. Hwy. No. I-84 M.P. 91.5 to M.P. - Length: -
County(s): Wasci (Attach Sketch Map)
Recommended Construction Date: Spring, 1982 Proposed 6 YP 82-87
Method of Doing Work: Contract Crushing St. Force Place Other

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: State

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☒, OTHER ☐

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	N/A	-	-	-	-	-	-	-	-	-
Proposed Facility:										

D. DEFINE THE PROBLEM: Continual encroachment of sand onto and beyond the eastbound lanes of I-84. U.P.R.R. is also affected.

E. PROPOSED SOLUTION: Crush adjacent rock source and place a course of crushed mineral blanket upon the offending dune.

F. REASON FOR REQUEST AT THIS TIME: This project has been studied for more than 15 years and now it appears that all affected parties are interested in proceeding with corrective action.

G. COST ESTIMATE

Roadway Work -- Rock Production 60,000 cy	$ 180,000.
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	
Structures	
Other (Define) Construction, Engineering and Contingencies	36,200.
Preliminary Engineering (By Whom) Region 4 Staff	
TOTAL	$ 217,000.

H. REQUESTED BY: ______________________
Region Engineer or Section Head

Approval/Disapproval for ______________________ 1/13/82
State Highway Engineer Date

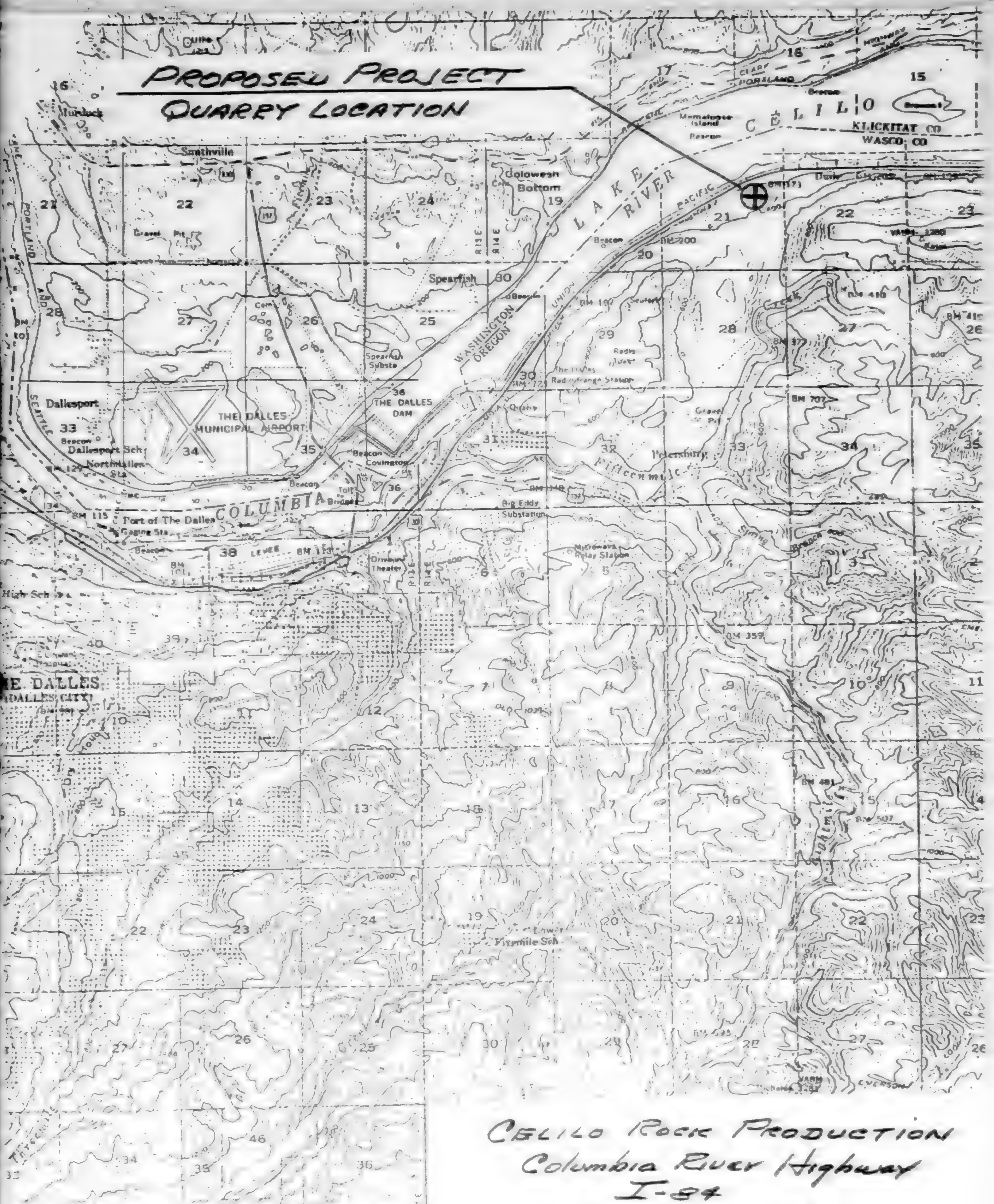
Approval/Disapproval ______________________
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ______________________

Remarks & Action Taken:

Form 734-1386 (3-78)


PROPOSED PROJECT
QUARRY LOCATION
Murdock
Smithville
Colowesh Bottom
Memaloose Island
CELILO
LAKE
RIVER
KLICKITAT CO
WASCO CO
WASHINGTON
OREGON
UNION
PACIFIC
Spearfish
Dallesport
THE DALLES MUNICIPAL AIRPORT
THE DALLES DAM
Dallesport Sch
Port of The Dalles
COLUMBIA
Big Eddy Substation
Petersburg
Fifteenmile Creek
Microwave Relay Station
THE DALLES
(DALLES CITY)
Lower Fivemile Sch

Celilo Rock Production
Columbia River Highway
I-84
Wasco County
Jan. 1982

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

RECEIVED
STATE HWY ENGR
DEC 14 '81
REFER TO
FOR
Info Inves R/D D R Sign Act File

December 11, 1981
In Reply Refer to
File No.

Bob Orr
Public Project Engineer
Union Pacific Railroad
PO Box 8979
Portland, OR 97208

RE: The Dalles Sand Dune, I-84

Dear Mr. Orr:

Our District Engineer, Dick Hawkins, has been in contact with your people and they were advised we are getting organized to try some stabilization efforts on the sand dune east of The Dalles.

The Soil Conservation people are going to put together their ideas in a report. We have listened to the people that did the work for the Navy at Boardman and we have our own ideas. Shortly, we will have our permits of entry and an access road to the west end of the dune. Our intent is to try a few methods, get a handle on the costs, and then see if we should proceed.

We have been advised Union Pacific will cooperate and as soon as we have a plan and some costs we should meet and discuss whether the project is feasible. The attached letter points out the present status. If you have or know of any possible borrow sites in the area (5 miles ±), we would be very interested. We are looking for about 60,000 c.y. of common material, preferably granular.

Dick Hawkins or myself can be contacted if you have any questions. Who do you want us to work with in your organization?

Yours very truly,

Dale D Allen

Dale D. Allen, P.E.
Region Engineer

DA:mr

cc: Rich Campbell
Dick Hawkins
Roger Trygstad
Scott Coulter

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

December 11, 1981

In Reply Refer to
File No.:

Rich Campbell
US Soil Conservation Service
400 East Fifth Street
The Dalles, OR 97058

Dear Mr. Campbell:

As a follow up to our meeting December 9 in The Dalles, the Oregon State Highway Division requests that your agency prepare a site specific control plan for the sand dune area east of The Dalles.

While it is uncertain at this time whether some of the stabilization plans discussed by George Ward or other treatment will be best, we would ask that you try to address these questions.

First, we believe that covering the dune with soil or a soil-rock mixture still may be the most positive "physical" stabilization. To cover the area to a depth of six inches will require about 50,000 c.y. We are looking for suitable borrow areas that may have suitable material. Our feeling is that almost any dirt or common material would work but if it was more granular, it will require less, if any, vegetative cover. If you know of any such borrow, preferably on publicly owned land, we will have our geologist investigate.

Fencing and maintaining fences could pose a difficult problem if crested wheat or other grain grasses are used. Since all of the mulch treatments require a vegetative cover, we would be very interested if your agency knows of a cover that is not attractive to cattle and if the seed or plants are readily available. If stabilization could be accomplished without the need for fencing, there are some definite advantages.

Another item, perhaps an appendix to your report, would include the names and addresses of farmers in the area that may have either equipment we could lease (operated) or material (straw, etc.) particularly seeding, rototilling, plowing, or disc equipment that would be suitable for any recommended treatments you suggest. Of if you recommend valley straw, try to locate specific sources with persons we can call.

On some of the steep high faces we would expect to do a certain amount of "rounding" but it will be quite expensive to "level" the area. In this type of sand, if wet, what is the maximum slope available farm equipment could handle?

Our intent is to proceed to build the access road within the next three weeks, continue looking for borrow material, and try to get a better handle on the costs. We will keep the railroad advises of our progress and should have them attend the meeting tentatively set up for mid-January.

Yours very truly,

Dale D. Allen

Dale D. Allen, P. E.
Region Engineer

DA:mr

cc: Bob Orr, Public Project Engineer, UPRR, PO Box 8979, Portland, 97208
Dick Hawkins
Roger Trygstad
Scott Coulter

9.2-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
S. COULTER

June 25, 1981

IN REPLY REFER TO
FILE NO.:

PLA

Mr. Bill Billings
US Department of Agriculture
Soil Conservation Service
State Office
1220 SW 3rd Street
Portland, OR 97204

SUBJECT: The Dalles Sand Dune

Dear Mr. Billings:

My last conversation with you, January 1981, concerned setting up a coordinated resource plan, and investigating the possibility of any federal programs which could be of help in solving this erosion problem.

The Oregon State Highway Division is continuing to pursue solutions to the sand drifting along I-84 east of The Dalles. Aerial photographs are being taken to assist in defining the extent of the sand movement over the past few years, plus help identifying sources areas and magnitude of the drift.

Once the problem has been properly assessed we will be in a position to look at developing the resource plan as suggested. In conjunction with this effort I appreciate any information concerning federal program fund availability to help stabilize the land in question. Much of the affected land is administered by the federal Bureau of Indian Affairs, plus adjacent highway right-of-way was largely purchased with federal funds.

Thank you for your help and advise in all of this. I will keep you informed of our progress.

Sincerely,

Alan Lightner
Policy Analyst

RECEIVED
STATE HWY ENGR
JUN 25'81
REFER TO
FOR

Info	Inv.	R/D	D/R	Sign	Act	File

cc: H. S. Coulter
John Sheldrake
Robert E. Royer

[illegible]

[illegible]

[illegible] — [illegible]

[illegible]

[illegible]

STATE OF OREGON
Transportation 378-6283

INTEROFFICE MEMO

File No: PLA

TO: Larry Rulien
Executive Asst.

DATE: April 6, 1981

FROM: Alan Lightner
Program Analyst

NOTED
H. S. COULTER

SUBJECT: The Dalles Sand Dune

To date, no federal financial help has been found for the sand dune problem. The state Soil Conservation Service has been the only positive agency so far, and they have not made any commitment beyond helping plan the project.

John Sheldrake's letter of March 20, 1981 to Dale Allen appears to be a good approach.

1. Define the scope of the small scale project.
2. Identify property owners to be involved.
3. Discuss the project with property owners, see what they are willing to go along with.
4. Settle on plan; involve Soil Conservation Service.
5. Plan to fund project with state funds initially.
6. See if any financial help will be forthcoming from SCS, Union Pacific, property owners.

Ron Linton's office has been looking into this also, but nothing of any consequence has emerged. Mr. Forrest Miller in the Portland office of state Soil Conservation Service is our best contact for that agency and for possible federal help with the project.

If anything concerning federal help looks promising I will let you know.

AL:jmy

RECEIVED
STATE HWY ENGR
APR 7'81
REFER TO
FOR

Info	Inves	R/D	D/K	Sign	Act	File
✓					✓	

Contains Recycled Materials
81-125-1387

9564

MAI 13-3

STATE OF OREGON
Highway Division - Maintenance Branch
Salem, Oregon 97310

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
MAR 23 '81
REFER TO
FOR
Info | Inves | M/D | D/R | Sign | Act | File

TO: Dale D. Allen
Region Engineer

DATE: March 20, 1981

FROM:

NOTED
H. S. COULTER

SUBJECT: Sand Dune
Columbia River Hwy. #2 (I-84), M.P. 92.2
Wasco County

Some further discussion has occurred around here concerning what to do about the sand dune. Here are a few more thoughts to add to the saga:

1) we don't think the whole property holding containing loose sand needs to either be purchased or "controlled."

2) we do think the "lower bench" or "lower dune" area is the area to attack. Maybe we can do something on this area at no cash outlay to the property owner(s).

3) we think the Region or District should ask the Bureau of Indian Affairs if it would be possible for the Highway Division to work on the property at no property acquisition cost. Another approach: What would the property owner allow us to do at no property acquisition cost?

4) There is apparently no chance of an FAI project.

5) we'd rather recommend spending in the range of $45,000 to fix something -- or at least start fixing it -- than for buying the property or a long term lease/easement on the property.

If item #3 above is possible, then --

1) start a modest stabilization program on the westerly end of the dune -- not more money to be spent each year than the hauling away of sand costs us currently.

2) march easterly across the dune with the same level of expenditure each year -- maybe five years?? -- until completed.

3) continue hauling away what sand it is necessary to remove for safety purposes -- may decrease as the westerly end of the dune comes under control.

It is also interesting to note that comes now the Union Pacific Railroad implying some possible financial cooperation.

Contains
Recycled
Materials
81-125-1387

If "everybody" involved got behind a corrective effort, maybe something positive could be done. "Everybody" would seem to include:

1) Highway Division -- we're the lead agency only because we spend more money than anybody else hauling off the sand.

2) Bureau of Indian Affairs -- holds the hole card as the property is in trust for American Indians. Their interest could be continued holding of Indian trust land but making it available for the reasoned and rational correction of a nuisance and safety problem affecting commerce and the traveling public.

3) Soil Conservation Service -- right up their alley if somehow they could furnish financial assistance in addition to technical advice.

4) Union Pacific -- apparent willingness to help, if not as tired of hauling off sand as we are.

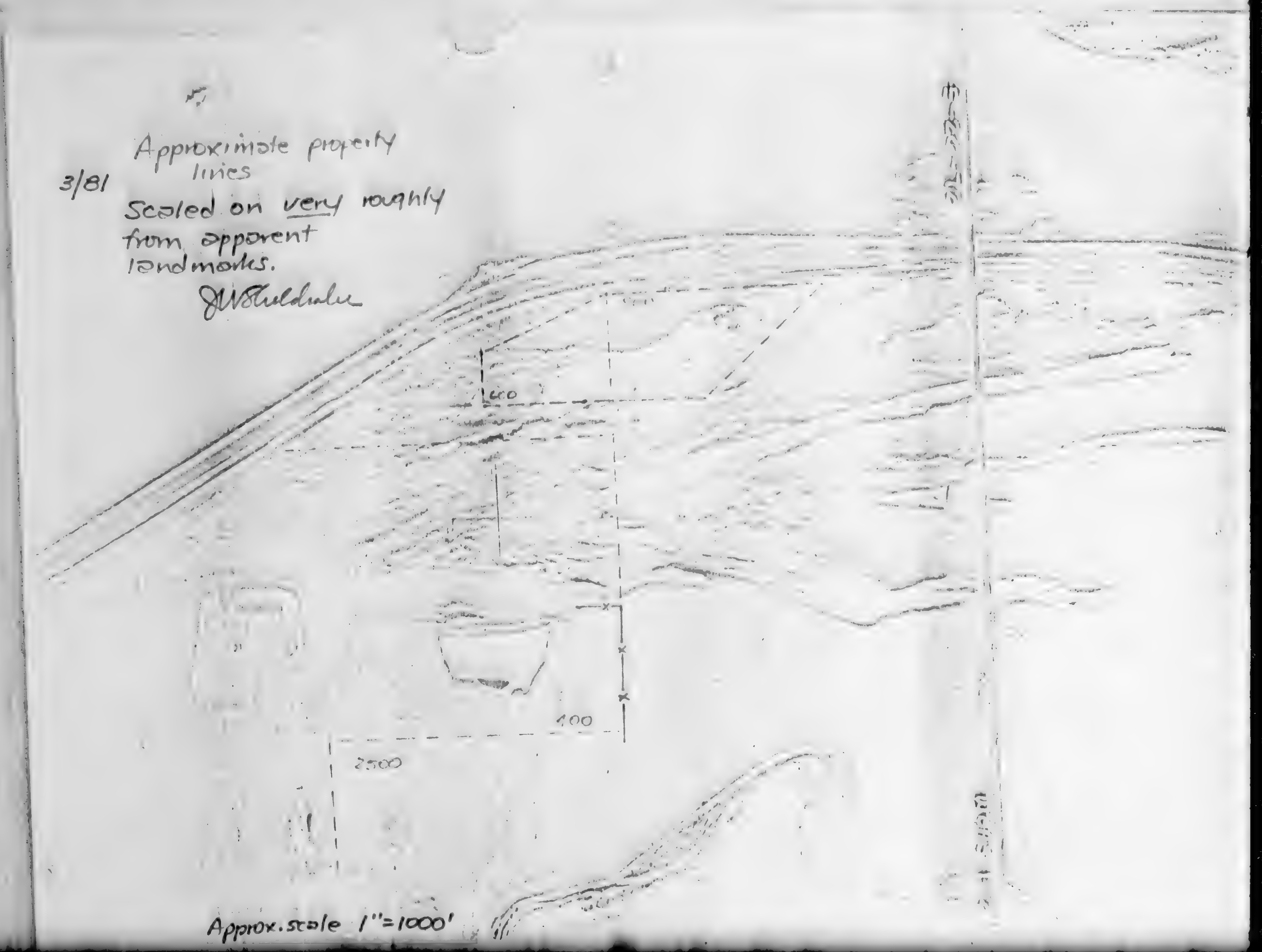
Why not give the first item #3 a try?

John W. Sheldrake
John W. Sheldrake
Maintenance Operations Engineer

JWS:mmw

Attachment - aerial photo (copy)

cc: H. S. Coulter ✓
J. B. Boyd



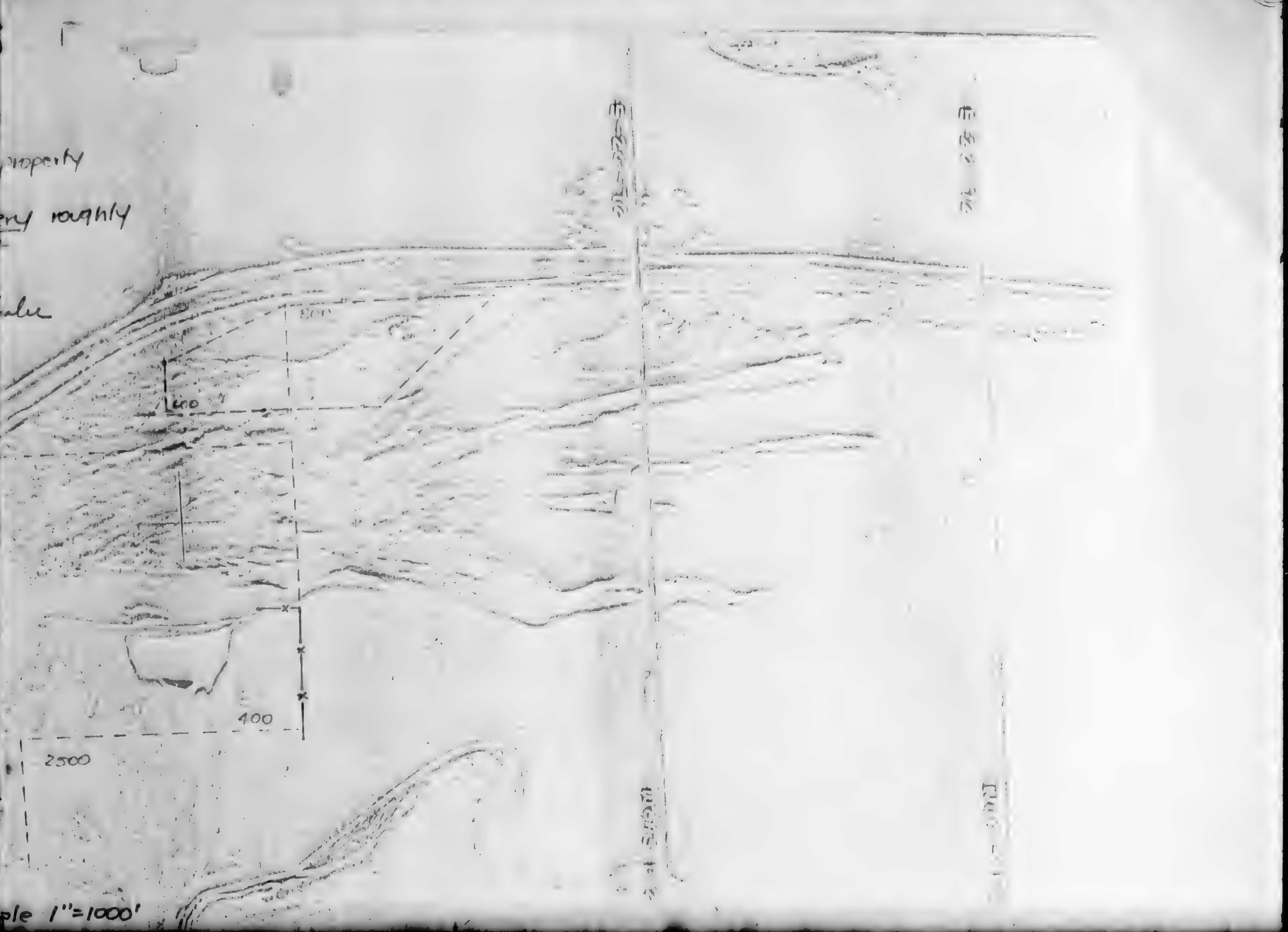
Approximate property lines

3/81

Scaled on very roughly from apparent landmarks.

JWStuldrake

Approx. scale 1" = 1000'


property
very roughly
Scale
400
400
2500
500
ple 1"=1000'

February 27, 1981

CON 21-2

The Honorable Mike Thorne
State Senator
S206 State Capitol
Salem, Oregon 97310

Dear Mike:

As a follow-up to discussions concerning The Dalles sand dune, we have contacted both State and Federal Soil Conservation agencies.

At the State level, they expressed a willingness to coordinate a resource plan which would involve all property owners in whatever project might be developed.

The Federal agency expressed interest, but was not able to commit to any financial help now. As their programs and budgets evolve under the new Administration, they will be in a better position to make any funding decisions.

There appears to be interest to do the project and technology to make it work, but there also appears to be a lack of funds to do much in the way of a permanent solution.

This Department will continue to pursue a commitment from the Soil Conservation agencies to help reach a solution to this problem.

Sincerely,

F. B. Klaboe
Director

bc H. S. Coulter
R. L. Schroeder
Robert Royer
Alan Lightner

AL:jmy fn

STATE OF OREGON
Transportation 378-6283

INTEROFFICE MEMO
File No: LEG 4

TO: Scott Coulter
State Highway Engineer

DATE: February 24, 1981

FROM: Alan Lightner
Program Analyst

NOTED
H. S. COULTER

SUBJECT: Update of The Dalles Sand Dune

Federal Programs - Ron Linton indicated there is little financial support to help with the sand dune, except perhaps from the Soil Conservation Service. They expressed some interest, but aren't willing to commit to anything until costs are known, and they see whether they are funded to a level that would enable them to provide funds.

Request for funding of several hundred thousand dollars would stand a much greater change of gaining a commitment than would the $1.3 million estimate of January 10, 1977.

Ron will continue to work with the Soil Conservation Service, and members of our Congressional delegation to seek any possible solution to the blowing sand.

AL:jmy

REFER TO
By State Hwy. Engr.

[illegible]

STATE OF OREGON INTEROFFICE MEMO

Transportation 378-6283

TO: H. S. Coulter
State Highway Engineer

DATE: January 23, 1981

File No.: PLA

FROM: Alan Lightner
Policy Analyst

SUBJECT: Update of The Dalles Sand Dune

NOTED
H. S. COULTER

The following summarizes, to date, programs which might help us in solving the sand dune problem.

STATE SOIL AND WATER CONSERVATION COMMISSION - Mr. Bill Billings indicated they have in the past set up a coordinated resource plan for problems similar to this involving multiple ownerships of land. Property owners are brought together to discuss and find a workable solution satisfactory to them. Funding the proposed solution, in one example he gave me, indicated Federal Farm Funds covering approximately 50% of the project cost were possibly available with the remainder of the cost to come from other parties.

Mr. Billings recommended the coordinate resource plan as the best way to go with their agency taking the lead. The other participants in the process would be our district engineer and other land owners.

FEDERAL PROGRAMS - Ron Linton is presently contacting the various federal agency programs to see about available federal funds either through the Department of Interior (BLM, Bureau of Reclamation, etc.) or Department of Agriculture (Soil Conservation Service). I should hear from him in a week or two on what the outlook is for federal program funds from these sources.

As soon as we find out what kind of money might be available, we will proceed to more specific details of possible projects.

AL:ap

[illegible]
STATE [illegible]
[illegible]
REFER TO

MAI 13-3

STATE OF OREGON
HIGHWAY DIVISION - MAINTENANCE BRANCH
SALEM, OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
DEC 19 '80
REFER TO
Scott Lightner
FOR
Info | Inves | [illegible] | [illegible] | [illegible] | Att | File

TO: H. S. Coulter
State Highway Engineer

NOTED
H. S. COULTER

DATE: December 17, 1980

Please ask [illegible] to have Lightner research what [illegible] program or proposal might exist for [illegible] and see if we can get [illegible]

SUBJECT: The Dalles Sand Dune

As per your letter of December 2, I contacted Senator Mike Thorne last Friday regarding procedures he has used on his ranch for stabilizing sand blows. His methods include using a dozer to do some preliminary leveling followed by placing rows of straw bales at 15 to 20 foot intervals across the blow area. The area between rows of bales is then seeded, fertilized and some additional mulch placed to further prevent blowing.

Senator Thorne suggested that we try to stabilize some small areas on the source or westerly end of the dunes and if possible, establish an ongoing project over several years. I indicated that a number of ownerships were involved in the dune area and it would be extremely difficult for us to do anything without control of all the area to be stabilized. I also told Senator Thorne that we currently do not have funds budgeted for stabilizing the dune but that we would investigate what, if anything, could feasibly be done.

In talking with the Soil Conservation Service at The Dalles, I have learned that the Bureau of Indian Affairs is making a limited effort to consolidate ownerships of individual Indians under the Warm Springs Reservation. The Soil Conservation Service gave me the name of a Mr. Dean Elliot, Bureau of Indian Affairs, Warm Springs, telephone 553-1121, who has been involved in the effort to consolidate ownerships. He has apparently indicated that the Bureau of Indian Affairs is not interested in selling Indian land, but might be willing to trade for land of equal value.

Dick Hawkins has indicated that he has recently received complaints about our long distance hauling of sand from the dune area. He believes that if we had all of the dune area under our ownership or control, he could save money by hauling sand back up onto the dune. The money saved in hauling costs could then be applied toward stabilization of the dunes starting on the source end. Some additional funds would also be needed for a continuing program over an eight to ten year period.

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Materials
81-125-1387

SP*75683-125

If we are going to initiate any dune stabilization activity, it must begin at the source end in order to be successful. As I see it, the first priority would be to obtain ownership or control of all of the dune and source areas on the first bench. Dick Hawkins advises that we do have some excess right of way in the Arlington area that possibly could be traded for the dune area. Hopefully some of our Right of Way people could investigate this possibility.

Joe Hay
Joe Hay
Agronomist

JH:mmw

cc: Dick Hawkins

STATE OF OREGON **INTEROFFICE MEMO**

TO: Scott Coulter
State Highway Engineer

DATE: January 14, 1981

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Land Acquisition
Sand Dune
I-84
M.P. 92.2
Wasco County

2/17 ay

REFER TO
State Hwy. Engr.
By

Please [illegible] up [illegible]

NOTED
H. S. COULTER

The problem of the sand dune at M.P. 92.2 has been referred to Right of Way for acquisition. I believe the solution posed by Mr. John Sheldrake is reasonable, but I request your approval of $45,000 estimated fee value in order to have latitude in the solution of the problem. Two suggestions were made:

1. Trade land at Rowena or Arlington for the property necessary to effect a solution. We presently have no legal means to trade properties of these magnitudes outside of project boundaries. It is difficult or impossible to make trades such as this on an equitable basis.

2. Sell the surplus land and dedicate that money to the purchase of the right-of-way. As is well known, monies from surplus property sales is returned as general revenues. We have been unable in the past to dedicate any funds received from surplus property sales for a specific purpose. It is a budget problem.

3. Program State funds for the solution of the problem. This is the solution that I recommend.

I imagine that the use of Federal Interstate funds has been explored and is not feasible. This would be another alternative.

Your approval for Project Management to program $45,000 in State right-of-way acquisition funds, is requested.

JBB:jh

cc: E. S. Hunter
D. H. Moehring
John Sheldrake
Dale Allen
H. G. Brainerd

Scott – [illegible] [illegible] [illegible] [illegible] looking for more funds

RECE
STATE HWY
JAN 14 '81
REFER TO
FOR
Info
Inves
File

[illegible] isn't the type
kind of justification I think John
had in mind [illegible]

MAI 13-3

STATE OF OREGON
Highway Division - Maintenance Branch
Salem, Oregon

INTEROFFICE MEMO

DATE: January 13, 1981

TO: J. H. Boyd
Right of Way Engineer

SUBJECT: Sand Dune, I-84, MP 92.2
Wasco County

This matter has once again arisen in recent communications with a State Senator.

Attached is correspondence from Dale Allen requesting approval to acquire the property. We seriously question the expenditure of 100% state funds to effect this purchase, let alone the cost of commencement of a corrective program.

Control of the land at minimum seems to be the primary question.

Will you please explore the possibility of acquiring an easement or long term lease (versus outright acquisition) that would give the Highway Division rights to effect corrective measures. The possibilities of land exchange should also be further explored.

Partial file material is attached.

John W. Sheldrake
John W. Sheldrake
Maintenance Operations Engineer

JWS:mmw

Attachments

cc: H. S. Coulter ✓
Dale D. Allen
R. S. Hawkins

RECEIVED
STATE HWY [illegible]
JAN 13 81
REFER TO

Contains
Recycled
Materials

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

December 22, 1980

Charles E. Moore
Box 293
Wasco, OR 97065

I appreciate your taking the time to outline what might be a less expensive way to dispose of blowing sand east of The Dalles.

In checking with the Highway Division, I learned that they plan to discontinue dumping in the present area within the next 3 or 4 months, and will haul the sand into the dune site during the next few years. That will end the dead haul, at least temporarily.

They also have looked into construction of an adjacent haul road, but find it would cost about as much as the dead haul expenses.

Numerous attempts have been made to control blowing sand in this area, but none have been effective. The Highway Division will continue to investigate new ideas for permanent control.

Seasons greetings to you. Thank you for your letter.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

STATE HWY
JAN-5 '81
REFER TO

Please prepare a response
for the Governor's signature
by 12/16
Thank you.

Charles E. Moore
Box 293
Wasco Ore. 97065
Dec. 1, 1980

DOT

PLEASE RETURN
ORIGINAL LETTER
DEC - 4 1980

RECEIVED
DEC - 4 1980
Governor's Office
00121

Governor Atiyeh;
Dear Sir;

I have written before on the excessive waste of time in the differant departments of state goverment.

If you care to look for that waste you can find a number of cases. Proable in your Office is one or two. Where they take the long way around to get something done.

What I call going way around Tom Jones to get in the back door when there is a better and shorter way which is also quicker and a saving any way it is looked at.

To let you know what I mean I will tell you of an example that takes place periodicly between The Dalles Dam and Celilo

RECEIVED
STATE HWY
'80

On the Freeway at a place called Dune where the west wind drifts sand out across the highway. 5 or 6 trucks are used and two scoopmobiles.

They load trucks at Dune. drive 1 mile to 1½ miles and dump the load then drive to celilo cross over to the west bound lane drive all the way to The Dalles Dam cross back to the East-bound lane to get back for another load. A 20 mile drive round trip.

A return roadway can be made along side the freeway for the return trip of that 1½ miles.

A Big saving in time and fuel. Two trucks could haul as much sand as 6 do the way it is done. Check it out, it won't run away.

A Merry Christmas
And God Bless you and yours.

Sincerely yours
Charles E. Moore

MAI 13

December 2, 1980

The Honorable Mike Thorne
State Senator
Holdman Route
Pendleton, OR 97810

Dear Mike:

I have reviewed our files on the sand dune east of The Dalles that encroaches onto I-84. Both the Highway Division and the Union Pacific Railroad have attempted stabilization of the immediately adjacent area only and several different methods were tried. We have recognized that successful permanent control must extend to the source of the sand blow, but this makes it a large job. The limits of the unstable area have been estimated to include as much as one square mile and the minimum area feeding the drift to the highway to be 72 acres (in 1974).

Consequently, the most feasible overall course for us has been to "live with it" - removing sand at the highway as necessary. Your suggestion of using baled straw fences has apparently not been considered before and we will have our Agronomist contact you to collect further information.

Thank you for offering your assistance in what has been a continuing problem to our maintenance of I-84.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:mw jh
bc: R. L. Schroeder
Joe Hay (Take appropriate action)
R. P. Hamilton

STATE OF OREGON
Highway Division - Maintenance Branch
Salem, Oregon

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: November 21, 1980

SUBJECT: Sand Dune I-84

You requested a synopsis on the subject problem and a draft reply to Senator Mike Thorn.

Herewith a chronological list of pertinent information from our files - also a copy of a 1971 Soil Conservation map.

We also found file numbers of related aerial photos and enclose the list.

Some of the past decisions are apparently not documented here; whether it has been considered more cost effective to live with it than to attempt an area-wide stabilization, the complications of multiple ownerships, funding priority, or a lack of faith in any control technique proposed, or a combination of all these and others.

A suggested draft to the Senator is enclosed.

Joe Hay, our Agronomist, is familiar with this problem and collected some of the information herein.

John A. Bond
Maintenance Services Engineer

JAB:mmw

Enclosures

RECEIVED
STATE HWY ENGR
NOV 25 '80
REFER TO

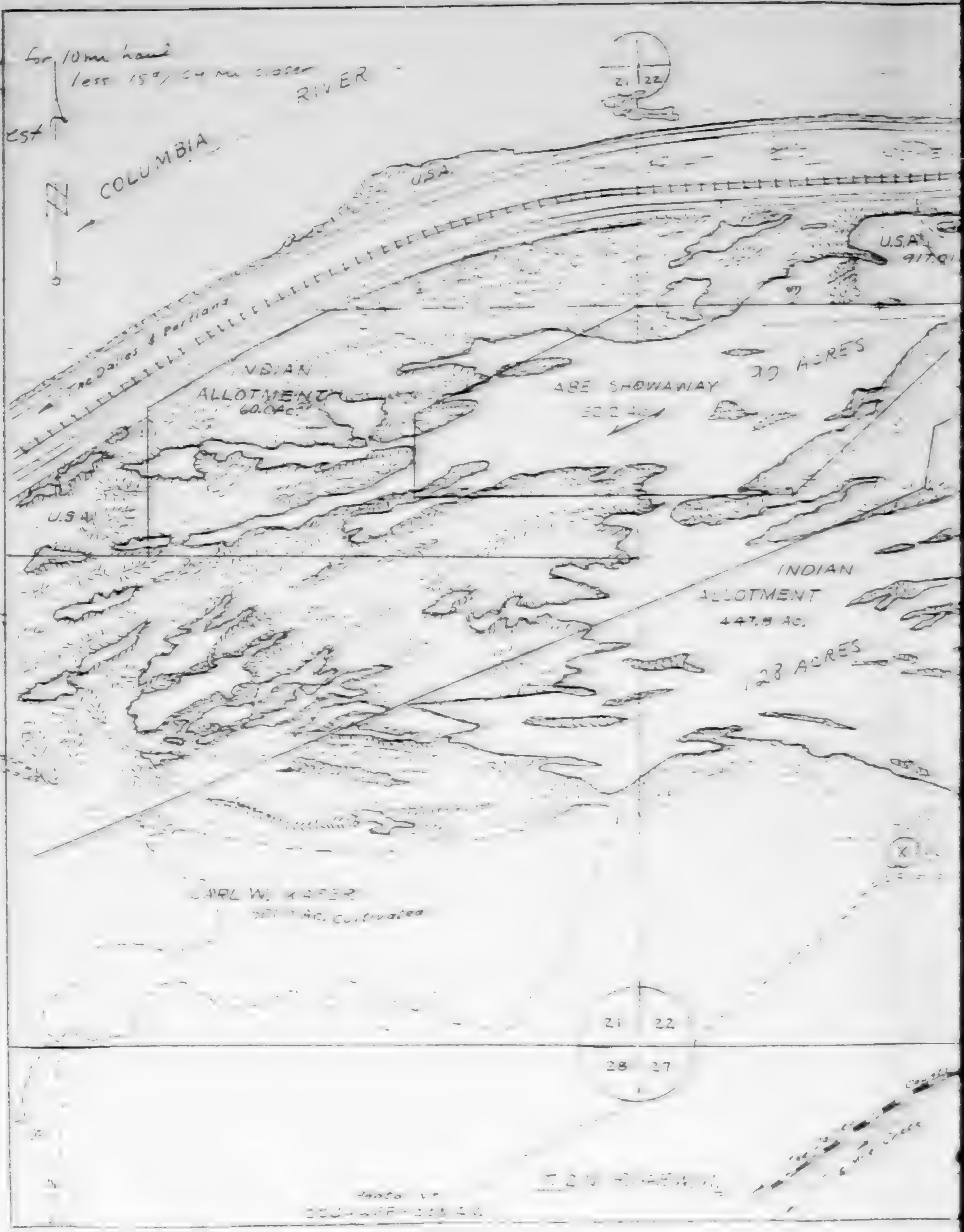
Contains
Recycled
Materials
81-125-1387

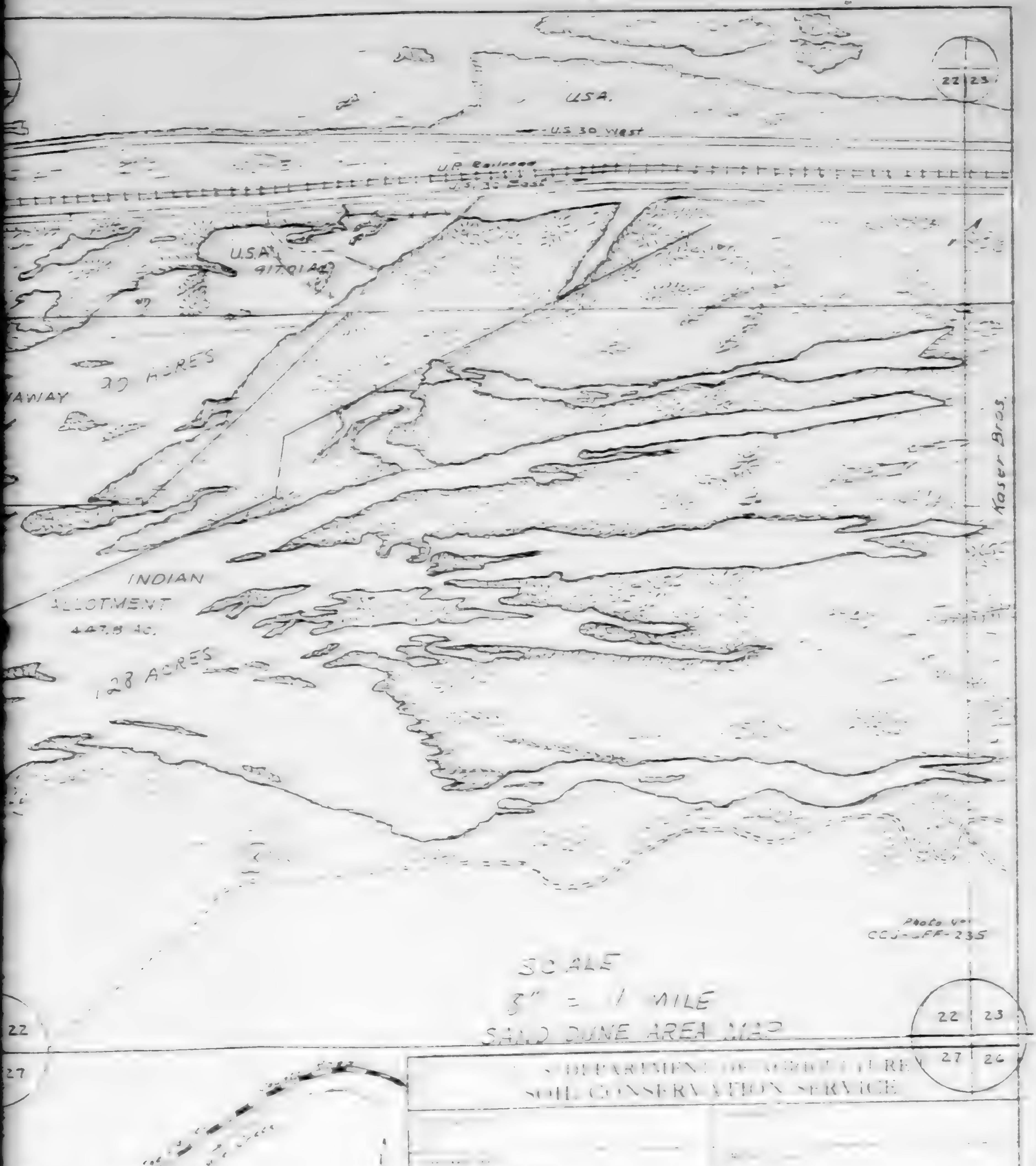
THE DALLES SAND DUNE

Prior to July 1971	– Union Pacific Railroad used heavy oil without success. Also Highway Division used old tires without success. Soil Conservation Service contacted Highway Division for help in planting westerly end of dune.
April 1972	Highway Division completed seeding and mulching 10 acres and installing sand fence as per E. S. Hunter assignment.
	None of the above treatments were successful because they started on the highway end rather than at the source. Treatment of the entire lower bench would be necessary for success.
May 6, 1974	C. M. Williams memo to file listing several alternatives and very preliminary cost estimates.
April 16, 1974	Frank Terpin memo to file regarding field inspection by FHWA and Highway for possible project participation.
May 31, 1974	Memo from G. L. Green, FHWA, to Fred Klaboe acknowledging possible hazard of blowing sand of the freeway. Also indicates lower bench is only area affecting highway and possible method of control.
June 12, 1974	Letter from D. H. Moehring to C. M. Williams requesting cost estimate for gravel blanket and seeding for presentation to FHWA.
June 14, 1974	Letter from R. S. Hawkins to C. M. Williams transmitting estimate requested above.
June 18, 1974	Above estimate submitted to Maintenance.
June 20, 1974	Memo from C. M. Williams to H. S. Coulter listing problems and possible methods of stabilization and costs and requesting approval to submit an authority for survey.
June 24, 1974	Letter from D. H. Moehring to H. S. Coulter requesting approval for C. M. Williams to submit a survey order to work up a Federal Aid Project for sand dune stabilization.

JH:mw
11/24/80

3-2-71
Rock 3=/cy for 10mi haul
less 15¢/cy mi closer
150,000 cy
$450,000 est


COLUMBIA
RIVER
21
22
USA
U.S.A.
917.0
The Dalles & Portland
INDIAN
ALLOTMENT
60.0 AC.
ABE SHOWAWAY
20 ACRES
U.S.A.
INDIAN
ALLOTMENT
447.8 Ac.
128 ACRES
X
ARL W. KAFER
Ac. Cultivated
21
22
28
27
5 Mile Creek


U.S.A.
U.S. 30 West
U.P. Railroad
U.S. 30 East
U.S.A.
917.01 Ac.
30 ACRES
AWAY
INDIAN
ALLOTMENT
447.8 Ac.
128 ACRES
Kaser Bros.
Photo No.
CCJ-FF-235
22
23
27
26
C Light

SCALE
3" = 1 MILE
SAND DUNE AREA MAP

U.S. DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

AERIAL PHOTOS

The Dalles Sand Dune

PHOTO NUMBER	YEAR
CCJ-3F-96	8-30-49
CCJ-3F-97 (?)	8-30-49
CCJ-3F-98 (?)	8-30-49
CCJ-3F-99	8-30-49
Ore. 80N 15-10	4-29-68
Ore. 80N 15-11	4-29-68
Ore. 80N 15-12	4-29-68
Ore. 80N 16-1	4-29-68
Ore. 80N 16-2	4-29-68

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE April 12, 1977

TO Carl Williams
Region Engineer

H S Coulter

FROM H. S. Coulter
State Highway Engineer

SUBJECT Disposal of Drift Material
Columbia River Highway (I-80N)
Wasco County

The Federal Highway Administration has declined to participate with Interstate funds in any effort to stabilize the sand dune that is the source of the drift material on I-80N near The Dalles.

This material is too fine for commercial use, and the Corps of Engineers, U. S. Forest Service and ODOT Parks Branch have stated that they have no use for it.

The U. S. Fish and Wildlife Service has refused to allow disposal of the material into Deschutes Ponds 1 and 2. This blocks our application to the Corps of Engineers for a Section 404 fill permit, even though the disposal of the material in this manner had been approved by the Division of State Lands.

In view of strong opposition by a federal agency to the proposed disposal method, the Corps of Engineers has requested that the Section 404 permit application submitted by District Engineer R. S. Hawkins be withdrawn. Unless your office has other ideas that might lead to softening the position of the U. S. Fish and Wildlife Service, we also suggest that the application be withdrawn. This leaves us to find another method of disposal of the drift material in an acceptable manner.

cc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Gary A. Potter
J. H. Versteeg
Frank E. Terpin
L. W. Rulien
Dave Talbot
L. E. George
D. H. Moehring

WAE/DEK:mc ia

FORM 81-734-3030

OK

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 11, 1977

FROM: Frank E. Terpin
Location Engineer

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Disposal of Drift Material
near The Dalles
Columbia River Highway (I-80N)
Wasco County

Our efforts to obtain a Section 404 permit to dispose of the drift material (sand) into Deschutes Ponds 1 and 2 have been blocked by environmental objections by the U. S. Fish and Wildlife Service. Also, the FHWA has declined to participate with Interstate funds in any effort to stabilize the dunes. Unless Region 4 has other solutions in mind, it appears that we are faced with an expensive perpetual maintenance problem.

A suggested draft to the Region explaining the problem is attached for your consideration.

Attachment

WAE/DEK:mc

RECEIVED
STATE HWY ENGR
APR 11 '77
REFER TO
FOR

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

January 26, 1977

FROM: Frank E. Terpin F.E.T.
Location Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Disposal of Drift Material (Sand)
Near The Dalles
I-80N
Wasco County

NOTED
H. S. COULTER

As per your request, I investigated the suggested use of the drift material (sand) near The Dalles.

Warren Gaskill was contacted. The Parks Branch had tried to use this material and it had not been successful. The material could not be stabilized for beach use and they would have no other use for the sand in the area. Mr. Gaskill did say that they could possibly use the sand in other areas, but the haul would make it too costly.

Dick Hawkins, District Engineer in The Dalles, was contacted. His reaction was that the material is too fine for any commercial use. He also commented that the Fish and Wildlife people didn't like this type of material because even in the water it drifts and will cover fish eggs, smothering them so they will not hatch. Mr. Hawkins feels the only way to solve the problem is to cover the dune with rock or granular material.

The Corps of Engineers was contacted and they have no use for this type of material.

The material would be so far from any Forest Service facility that the haul would be too expensive.

DEK:mc

cc Gary A. Potter
Carl Williams

1-31-77

Scott
I recommend continued
maint until disposal becomes
a greater problem. Maybe at that time
we would consider the expensive Interstate stabilization project
Ed

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

December 22, 1976

Donald E. Keyes

FROM: Donald E. Keyes
Location Liaison Engineer

TO: FILE

SUBJECT: Disposal of Drift Material (Sand)
Near The Dalles
Columbia River Highway, I-80N
Wasco County

I was contacted by telephone the last part of October by Mr. Roy Schram, Regulatory Function Branch of the Corps of Engineers, regarding an application for a Section 404 permit submitted to them by Mr. Richard S. Hawkins, District Engineer for the Highway Division. This application requested permission for the Highway Division to dispose of approximately 3000 cubic yards of sand annually. This sand is blown or drifts onto the shoulders of the highway from a large dune near The Dalles. The material was to be hauled by truck and placed in a slough or backwater formed by the Celilo pool on the Columbia River. The body of water is located between the Celilo Interchange and the Deschutes River on the southerly side of the old Columbia River Highway and is known as Deschutes Pond No. 2. Mr. Schram sent me a complete copy of their file and requested that I review the material to see if there was anything that could be done from the Salem office.

The only agency that objected to the use of the pond for disposal of the sand was the U. S. Fish and Wildlife Service. Their reason for the objection was that waste disposal is not an acceptable use of wetland areas and would therefore not be consistent with the intent of the National Environmental Policy Act of 1969.

I talked to Dick Hawkins by phone and was told that he had an area that he could use to dispose of this material for the next couple of years. I was also told that several ways of stabilization had been tried in the past and they had not been successful. He also felt that a long-term solution of attempting cover or suppressing the dune would be expensive and very probably unacceptable to environmentalists.

RECEIVED
TATE HWY ENGR
DEC 23 '76
REFER TO

A letter to the U. S. Fish and Wildlife Service was drafted and sent on November 10. I had not seen an answer to this letter, so on December 13 I called Mr. John W. Kincheloe, Field Supervisor for the U. S. Fish and Wildlife Service in Portland. Mr. Kincheloe told me that the first he knew about the problem was when some fishermen from The Dalles came to his office to see if he could stop the Highway Division from dumping sand in the pond. Hawkins was contacted and at that time he made application for the Section 404 Corps of Engineers permit.

Mr. Kincheloe indicated to me that the only possible way that his office would reconsider our proposal to place the sand material in Deschutes Pond No. 2 would be if we made the statement that the Highway Division was making a recreational beach. The U. S. Fish and Wildlife Service could not approve of the destruction of a wetland for the disposal of waste material. Mr. Kincheloe had two possible solutions, neither of which seem very practicable: one would be for the Highway Division to acquire a piece of property to place the material on and the other was to pick up the material and move it to the back of the dune. He agreed that planting or covering with oil did not seem to solve the problem.

There have been two suggestions made by people within the Division, one being that the Parks Branch could possibly use the material. One problem here could be the haul that may be involved could be prohibitive. The other suggestion was that the material be used by a commercial establishment. The problem here would be a need for a place to store the material until a commercial establishment needed or could use the material.

I talked to Roy Schram of the Corps on December 20 and he indicated that we could request that the District Engineer refer the application to higher authority for approval over the objections of the U.S. Fish and Wildlife Service. However, it is difficult to see what agency would have authority to override the Fish and Wildlife Service and would be willing to use that authority on our behalf.

This is not a problem that has to be solved in the near future as Hawkins has indicated that he can handle the problem for a couple more years, but it's a problem that will have to be solved.

DEK:mc

cc H. S. Coulter
Gary A. Potter ✓
Carl Williams

6265

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
February 23, 1977

FROM: L. E. George
Traffic Engineer

SUBJECT: Blowing Sand Sign
Columbia River Highway
Wasco County

TO: R. L. Schroeder
Assistant State Highway Engineer

Attached is our design for the proposed "BLOWING SAND" sign.

If you approve, we will have the sign fabricated for installation on the eastbound lanes of I-80N. The sign would be located at the sand area that is located several miles east of The Dalles.

The FHWA Memorandum of January 31 indicates that a sign of this design would be appropriate.

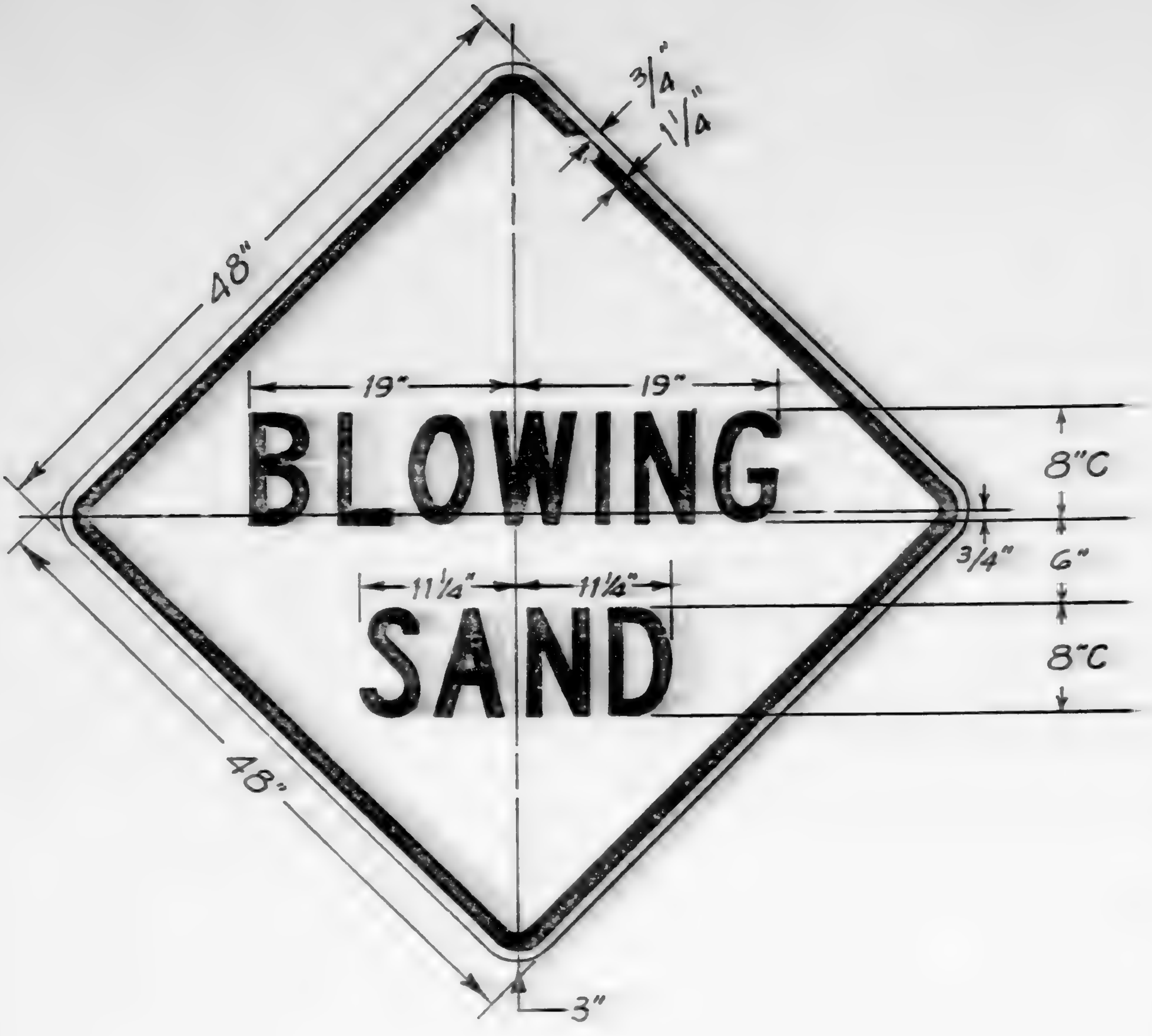
L. E. George
L. E. George
Traffic Engineer

ELS:rw
Attachment

cc: C. M. Williams
Bob Kuenzli

2/24/77

2-24-77
Hand returned
E. George


48"
48"
3/4"
1 1/4"
19"
19"
BLOWING
SAND
11¼"
11¼"
8"C
3/4"
6"
8"C
3"

LEGEND - BLACK (NON-REFL.)
BACKGROUND - YELLOW (REFL.)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
February 10, 1977

SUBJECT: Blowing Sand Signs
Columbia River Highway
Wasco County

FROM: L. E. George
Traffic Engineer

TO: R. L. Schroeder
Assistant State Highway Engineer

To my knowledge, we have never used a "BLOWING SAND" sign on any of our highways nor is there any variation shown in our manual.

The manual does permit States to install special designed warning signs when they are warranted by unusual conditions.

If you wish, we will design the appropriate sign and submit it to you for approval.

L. E. George

L. E. George
Traffic Engineer

ELS:rw

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: January 31, 1977

In reply refer to: 1041B.4

SUBJECT: Oregon I-80N-3(-)
M.P. 90.2
Sand Dune Stabilization
Wasco County

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed your letter of January 10 regarding stabilization of the sand dune located on the south side of Interstate 80N (M.P. 90.2) several miles east of The Dalles.

We feel that stabilization of the sand dune is not cost effective at this time. However, should the blowing sand become a traffic hazard as evidenced by an accident record, some stabilization or other remedial action to eliminate or reduce the problem could be undertaken. Under the present conditions, including the environmental sensitivity of the sand dune ecology, continued cleanup of the sand as it accumulates appears to be the most effective method of dealing with the problem. We understand that disposal of the blown sand is becoming an increasingly difficult problem and that Mr. Keyes of your office is attempting to obtain a permit under Section 404 of the Federal Water Pollution Control Act so that disposal of the sand can be continued in the backwater ponds.

Installation of warning signs for eastbound traffic may be appropriate to alert motorists to the blowing sand condition.

At this time Interstate funds are not considered eligible for stabilization of the sand dune.

/s/

G. L. Green

NOTED
E. S. HUNTER

cc Williams Potter
Vantey
Rubin
Coulter

RECEIVED
STATE HWY ENGR
REFER TO

PRD 6-1

January 10, 1977

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Sand Dune Stabilization
Columbia River Highway (I-80N)
M.P. 92
Wasco County

The sand dunes which lie on the southerly side of Interstate 80N east of Celilo have created a continuing problem. Sand drifting across the highway reduces visibility and accumulates on the roadway surface. Both situations create a serious hazard to traffic.

We believe this problem is a design deficiency, since it was not anticipated in the original design. Since construction has been completed, the situation has developed into a major problem. Because of the serious hazard to traffic, we believe this project qualifies as an Interstate Safety project.

We request your concurrence that the problem is a design deficiency and that it is eligible for construction using Interstate Safety funds. This matter has been previously discussed with your office. The estimated total cost for stabilization of both the upper and lower dunes is $1,000,000. We feel control of both areas is necessary to effectively solve this probem.

cc: E. S. Hunter

DES:dpy

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Deputy State Highway Engineer

DATE: ~~August 5, 1976~~

FROM: L. W. Rulien
Program Management Engineer

SUBJECT: Sand Dune Stabilization
Columbia River Highway
M.P. 92
Wasco County

A preliminary review of the possibility of using Interstate funds to stabilize the sand dunes near Celilo has been made. Sand drifting onto the freeway from these dunes has been a continuing maintenance problem.

Preliminary estimates of the cost to control the lower dunes are in the neighborhood of $300,000. The FHWA is of the opinion that effective control will also require stabilization of the upper dunes area with an approximate total cost of $1,000,000.

Interstate funds may be available to do this work provided we can support to the FHWA that:

1. This problem was a design deficiency not anticipated in the original design and which has developed into a major problem.
2. The project would remove a hazard to traffic, i.e., a "Safety" project.

Please advise if you wish this pursued.

DES:ljt

cc: J. H. Versteeg
F. E. Terpin

9-9-76

Terry

See if they will approve the Interstate money.

ED

cc Versteeg

RECEIVED
STATE HWY ENGR
AUG 6 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-128-1307

[illegible]

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
July 23, 1976
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: Sand Dunes
Columbia River Highway (I-80N)
M.P. 92

TO: L. W. Rulien
Project Management Engineer

BUILDING

On Tuesday, July 20, I met with R. S. Orr, Union Pacific Railroad Co., C. M. Williams and Dick Hawkins, regarding the possibility of correcting the sand dune problems which exist near Celilo on the Columbia River Highway at approximate M.P. 92. The Union Pacific Railroad is interested in looking towards means of stabilizing these sand dunes to eliminate maintenance on their railway. At the present time the Highway Division spends approximately $10,000 a year in cleaning up the sand which has blown onto the highway at these sand dunes.

In 1975, Region 4 worked up a series of proposals for stabilizing the sand dunes to eliminate the problem. The various alternatives came up with approximately the same price tag of about +$300,000 and at the present time there are not State funds available to do this work. In order for consideration to be continued, please advise if there are may Federal Interstate funds which might be utilized to aid in the correction of this constant maintenance problem. Mr. Williams commented that it was his understanding there were some Federal Interstate funds which could be used for sand dune stabilization. The Union Pacific Railroad expressed a willingness to possibly help participate in the cost of any sand dune stabilization project which might be undertaken. If there are in fact Interstate Funds available for this purpose then the study of this problem could be pursued further. Any information you can provide will be appreciated.

JEC:jr

cc: E. S. Hunter
C. M. Williams
Richard Hawkins

STATE HWY ENG
JUL 22 '76
REFER TO
FOR

4564

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
July 21, 1976

FILE: MAI 12-11

NOTED
H. S. COULTER

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Sand Dunes
I-80N Columbia River Hwy
M.P. 92.25 - 92.5

TO: E. S. Hunter
Deputy State Highway Engineer

Carl M. Williams

The Union Pacific Railroad has expressed an interest in participating in correcting this sand blow. I talked to R. S. Orr, their Public Projects Engineer, on July 20, 1976. I sent him a copy of my May, 1975 resume of the possibilities for correction. I told him I still recommended that we continue to remove the sand from our highway and do nothing further to control this dune.

I am sure that the Railroad's damages from this sand are minimal; some contaminated ballast and ripples of sand.

J. Chidsey will be contacting you on this meeting with the railroad.

CMW:mr

cc: J. Chidsey

RECEIVED
STATE HWY ENGR
JUL 22 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1859

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 21, 1976

Mr. R. S. Orr
Public Projects Engineer
Union Pacific Railroad
Box 8979
Portland, OR 97208

RE: Sand Dunes, Columbia River Highway (I-80N)
M.P. 92

Dear Mr. Orr:

As agreed in our conversation on July 20, 1976, I am sending you a resume of possible dunes control options. My feelings are the same as then: we should continue to remove the sand as it reaches us.

At last report, there is federal funding available to make corrections to this section; but I believe there would be public opposition to any radical correction we might make.

The purchase from the Indians might be a problem. The estimate in 1975 was $40,000 to purchase right of way. I have information that this could soon raise to $100,000.

At any rate, I am informing Highway Administration of the Railroad's interest in this matter. Also, that the railroad would be willing to participate in any correction, but that the amount of participation is yet to be determined.

Yours very truly,

Carl M. Williams

Carl M. Williams
Regional Engineer

CMW:mr

cc: E. S. Hunter
J. Chidsey

Form 81-734-3122

1564

May 30, 1975

Mr. Ronald M. Somers
106 East Fourth Street
The Dalles, OR 97055

Dear Mr. Sommers:

Sand Dunes Stabilization
Columbia River Highway
M.P. 92.25 - M.P. 92.50

Several proposals, including yours, have been studied by our engineers for control of the sand dunes on I-80N near Mile Point 92. As you previously stated, our present method requires an annual cost for removal of sand from the highway. All other proposals studied will require environmental impact assessments, right-of-way agreements with the Warm Springs Indian Tribes, several years for establishment, initial output of funds, plus yearly maintenance.

In our judgment, the logical plan is to continue our present yearly maintenance in order to retain the dunes as nature has provided them. They have a certain scenic attraction and do not appear to be a hazard to traffic.

Possibly at some future date we may take a different view of this situation.

Thank you for your interest in this matter.

Sincerely,

H. S. Coulter
Assistant State Highway Engineer

DNS:we ia

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Gary A. Potter
D. H. Moehring
Carl M. Williams

NOTED
H. S. COULTER

FORM 81-734-3030

FILE: MAI 12-11

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
May 13, 1975

FROM: Carl M. Williams
Regional Engineer
Carl M. Williams

SUBJECT: Sand Dunes Stabilization
Columbia River Highway
M.P. 92.25 - M.P. 92.50

TO: H. S. Coulter
Asst. State Highway Engineer

REFER TO
[illegible]
By Asst. State Hwy. Engr.

[illegible] and KID to [illegible]

[illegible]

This is an assessment of the alternates that are available in the area of drifting sand which causes a continuing, though intermittant need for removal from the highway. The problem has been in existence since the relocation of the highway during the construction of The Dalles Dam in the late 1950's. The area to be stabilized is estimated at 47 acres more or less.

The sand dunes area is on land almost entirely owned by the Warm Springs Indian Tribes. Negotiations with the Tribe would be required either for the purchase of right of way or for easements to enter upon the land.

In addition, the Project Environmental Assessment indicates that an A-95 Review and a public hearing should be required prior to work.

The alternates that will be discussed include the use of sewage sludge, a gravel and soil blanket, no work except for continued maintenance, and the possibility of a scenic-recreational wayside.

ALTERNATE 1

Sewage Sludge Method

This would utilize sewage sludge from the City of Hood River and The Dalles. The sludge slurry containing about 3.25 percent solids could be added to water and pumped through irrigation lines for application. This material would be used on a somewhat limited basis. Between the two cities, they produce about 385,000 gallons per month with local industries having the rights to 165,000 gallons. The remainder would be available for the State's use.

The first unit of work (contract) would be to level the dunes sufficiently to allow for seed, mulch, installation of an irrigation system, and fencing. The irrigation system should be of such capacity to push the sludge through the lines.

Due to the controlled amount of sludge available, it is estimated it would take 24 months to supply 0.9 tons of organic nitrogen per acre for the estimated acreage that requires work.

[illegible]VED

Alternate 1 (cont.)

Total cost of the proposal is estimated at $256,970 with $139,820 being the contract part of the work and $117,150 being state force work for the hauling and application of the slurry. These costs do not include right of way negotiations.

A method of obtaining the sludge from the cities must be determined. Some choices are:

(a) The cities will deliver with an additional charge.

(b) The State could lease or rent the city's tank truck.

(c) The State could purchase a tanker to haul this material.

It will be necessary to obtain access and the right to work on the dunes. Right of way estimates should run in the neighborhood of $40,000 ± for obtaining the required land and easements to properly do the job.

Total Estimated Cost, including R/W	$300,000
Total Estimated Time to Cover	30 months

ALTERNATE 2

Gravel and Soil Blanket

This proposal would cover the dunes with a 6-inch mixture of natural river gravel and soil. Approximately 41,000 cubic yards of material would be required. After application, the entire area would then be seeded, mulched, fertilized, and an irrigation system installed to insure establishment of the grasses.

Total cost of the work is estimated to cost $271,482+ not including right of way negotiations or possible royalty payments to owners for borrow material. All of the work under this method would be done by contract.

A possible borrow source has been investigated near 15-Mile Creek, [illegible] feet right of M.P. [illegible]. An easement would be required for a haul road between the borrow source and the work area. Normal reclamation procedures would apply after the work was completed and the haul road obliterated. The borrow source is a multiple ownership, so possibly a royalty would have to be negotiated instead of purchase.

Alternate 2 (cont.)

Right of way estimates and data indicate that costs will run approximately $40,000 to accomplish the intended job. This estimate is based on figures compiled in the fall of 1973. The gravel material royalty would have to be determined with the land owner.

Total Estimated Cost, including R/W and Gravel Royalty	$330,000
Total Time to Cover, including Establishment Period	9 months

ALTERNATE 3

This alternate considers the possibility of no work at all other than continuing the maintenance which is currently being done.

Estimates indicate an average yearly expenditure for maintenance of this area is $10,000. Using this average against alternates 1 and 2, it would be possible to provide maintenance for 30 and 33 years respectively.

It is hard to put an esthetic value to the dunes as they now exist. They are pleasing to the eye and are enhanced by the Columbia River and the rugged shoreline of the State of Washington.

ALTERNATE 4

Establish Scenic-Recreational Area

Establishing a scenic-recreational area here would continue the thought expressed in the last paragraph of Alternate 3. This would require acceleration and deceleration lanes, a small parking area along with toilet facilities. There is now in existence a small off-highway parking area at the dunes which also serves to allow the railroad passage under the eastbound lanes to service their tracks in this area.

This proposal would place the wayside area to the west, near the beginning of the dunes. This work would cost in the neighborhood of $250,000 to $255,000. Added to this would be the cost of maintaining same at an average yearly cost of $10,000±. This cost does not include any right of way which would be needed to expand for the wayside.

Total Estimated Cost, including R/W	$300,000
Total Estimated Time to Complete	[illegible] months

In Alternate No. 1, it would be necessary to own the entire 47 acres. With only a soil and grass cover, excess grazing or misuse of the area would pick open the crust and allow the sand to begin migrating again. An annual maintenance cost of $5000 would be required to refertilize and spot irrigate the area.

In Alternate No. 2, ownership of the land is not as important as the 6-inch gravel layer will make the appearance of "holidays" quite unlikely. An annual cost of $3000 would be required to refertilize and spot irrigate the area to keep the ground cover stable.

In Alternate No. 3, an annual cost of $10,000 would be required to physically remove the sand from the toe of the dune.

In Alternate No. 4, an annual cost of recreation and maintenance would be approximately $10,000.

Region has vacillated many times from a "do nothing" stance to a recreational area. I like the looks of the dunes as they are and I do not believe the whispering, shifting sands are a hazard to traffic. It is like any desert on a windy day. The main difference being that there are more windy days at The Dalles than almost any place else.

I recommend that we continue to remove the toe of the dune as it encroaches on the highway pavement at an annual cost of $10,000.

Further details on Alternate No. 1 and 2 are being submitted to the Location section.

J.W:mr

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1975

SUBJECT: Celilo Sand Blow Area

To: Hal Versteeg
Design Engineer
Building

I refer to Carl Williams letter, Discussion of Sand Dunes.

Several problems are presented:

1. The land is almost entirely under ownership of the Warm Springs Indian Tribes and would be difficult to deal with for purchase of the land.

2. Gary Potter says that this is a major action as far as environmental accessment is concerned and would require an environmental impact statement and public hearings.

3. The thought of installing an irrigation system with a pond as the water source and the need to pump the water as much as 300' in height will require a complicated pumping system and no guarentee that the pond will hold up during the summer months.

4. Both methods for solution of the problem are theoretical and although they have been tried on smaller scale, an area of approximately 50 acres would be a large scale undertaking.
The sewage sludge treatment will involve five years of time with the need of irrigation.

With all the difficulties involved it is recommended that we cancel the project.

Roy E. Olson
Landscape Engineer

REO:bw

NARRATIVE REPORT
SAND DUNE STABILIZATION

Alternate "B", Sewage Sludge Method
Columbia River Highway
J. S. Sawyer, Resident Engineer
Prefix No. 633-1917
April 1975

At M.P. 92.25 - 92.5 of the Columbia River Highway, I-80N, there is an area along the south side where a sand dune continually encroaches upon the roadway and, during high winds in the Gorge, presents the added danger of reduced visibility from blowing sand. Over the years several proposals have been put forth for stabilizing this area. All have been rejected because of high cost.

Recently it was brought to our attention that the City of The Dalles has been using sewage sludge from their sewer treatment plant to stabilize a sand blow area on their airport property near Dallesport, Washington, with good results in abundant grass growth. Sludge has been used successfully at the Boardman Bombing Range for stabilizing sandy areas also.

This report will be concerned with the possibility of using sewage sludge to stabilize the subject sand dune. During our investigations it has been found that The Dalles treatment plant produces about 135,000 Gallons of sludge slurry per month while Hood River produces about 250,000 Gallons. Of this amount only about 218,000 Gallons would be available for the State's use as Diamond Fruit Growers, Inc., Hood River, claims prior right to about 66 percent of the sludge output of Hood River for use on their orchards, according to Mr. Bruce Erickson, Hood River City Administrator. Mr. Joe Hasbrouck, City of The Dalles Director of Public Works advises there are no claims or commitments for The Dalles city sludge. The slurry contains about 3.25percent treated solids.

As noted above, the use of sludge appears to greatly aid the growth of grasses to stabilize sandy areas. Natural native growth is also augmented.

Our first thought was to level the dune area and cover it with 2 inches of sludge solids; the amount felt necessary to permanently stabilize the blow sand when roto-tilled into the top 6 inches of the sand. This method would be impratical. The estimated availability of 218,000 Gallons of sludge slurry per month, containing 3.25 percent solids, requires about 20 months to cover one (1) acre with 2 inches of solids. At this rate, it would take about 78 years to cover the 47 acre section we are attempting to stabilize.

The proposal under consideration here involves a contract to level the dune area, seed and mulch, install and maintain, for about 1 year, a sprinkler system, and fencing off of the area. Following the contract State Forces would continue irrigation and application of sewage sludge for up to an additional 4 years.

Under the contract portion, the contractor would use a dozer to level the dunes sufficiently to allow seeding and mulching and installation of a sprinkling or irrigation system. He would also fence the entire area using Type 2 Fence.

It is estimated that 227,500 Cu.Yds. of material must be moved to accomplish the necessary leveling. Mr. Cliff Layton, Salem Cost Analyst, estimated that a dozer as large as a D-8 should move 5,000 Cu.Yds. of material, such as sand, a day or one acre 3-foot deep. The cost estimate for this proposal will reflect a rate of one acre per day.

Following leveling, the contractor will seed and mulch the area as specified in the Standard Specifications of 1974. The rates and types of grasses to be determined by the State Agronomist. It is recommended that mulch be wood cellulose fiber or similar materials. It is felt the use of straw or wood chips would not be practical.

Immediately following seeding and mulching, contractor would furnish, install, and maintain an irrigation or sprinkling system capable of providing sufficient water to irrigate 50 acres at least once a week. The pumping system must be large enough to push about 600± Gallons of water or sludge slurry up 250 to 300 feet above the point of intake.

Provision should be made under this proposal so that sludge slurry can be injected into the system and spread over the seeded areas as part of the irrigation. Putting sludge through the system will require sprinkler heads with oversize orifices. These possibly should be Model 90 Rainbird or similar type sprinkler heads which have large orifices for the purpose. It is estimated the system will cost $16,000. and an additional $32,000. will be required for installation and maintenance.

It is proposed that the leveling be completed in the early Spring followed immediately by the seeding, mulching, and installation of the irrigation system. The contractor will be responsible for irrigation and maintenance through the Fall of the same year (about November 1). At the end of the "establishment" period, the irrigation system would be turned over to State Maintenance Forces.

It is recommended that a total of 108,900 Gallons or 1/3 acre-foot of sludge be placed on each acre of surface area. This will provide a total of 0.9 Ton of organic nitrogen per acre for stimulating the growth of grasses. The availability of sludge will be the determining factor under this proposal. It is possible that there would be enough to cover 2 acres per month at the above rate or approximately 24 months to cover the entire area once. However, it may be desirable to limit the application of the sludge to the months of March through October. This would require 3 years for the initial application of sludge over the entire drift area to the desired total.

Monies should be set up for the State Forces to acquire a 3,000 to 4,000 Gallon Tank Truck. The tank truck will be vital to this proposal as neither city, The Dalles nor Hood River, will deliver the sludge to the jobsite without charge. It is quite possible this truck would be used only for this purpose and may not be fit for use on other work. Consequently it should be purchased outright rather than rented. If the State uses all available sludge, it may be possible to work out an agreement to lease the Hood River or The Dalles trucks to haul the sludge to the jobsite. Personnel will also be needed to maintain the irrigation system, after the contractor turns it over to the State, and to operate the tank truck.

The sludge would be picked up at the treatment plant in the Tank Truck and hauled to the jobsite where it would be pumped out of the tank and through the irri-irrigation system. The application of sludge would begin as soon as the irrigation system has been installed and continue with the irrigation at least until the 0.9 Ton/Acre of organic nitrogen has been reached. The rates of application have been discussed above.

After the sludge has been applied (about 3 years time) the grasses should be irrigated through two more growing seasons to insure that all are well established. This will cover a five year period from beginning of contract to end of State Force work.

It will be necessary to acquire access to the dunes and right to perform work on the dunes. This could be handled either through easements or, preferably, by outright purchase of the property. Cost of property acquisition or access is not included in the cost estimate for this proposal.

Estimated cost of the contracted items under this proposal, including Mobilization, Engineering, and Contingencies is $139,820.00. Cost of State Forces portion of this proposal is $117,150.00. The total estimated cost under this proposal is $256,970.00.

J. S. Sawyer
J. S. Sawyer
Resident Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: MAI 12-11

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

April 30, 1975

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Discussion of Sand Dunes
Highway I-80-N, M.P. 92

TO: H. S. Coulter
Asst. State Highway Engineer

From all appearances, these dunes are dying. The combination of circumstances that created and perpetuated these dunes has broken up. No great volume of granular material is feeding the dunes because The Dalles Dam has been built and the area of the airport in Washington has been domesticated.

For the dunes to expire completely, of course, means that the existing dunes must be scoured out. This could take 50 to 100 years.

Ways to control the dunes have been researched over the years. Most recently, J. S. Sawyer has been working on solutions to the problem.

(1) Grade and smooth the lower dune, cover the dune with 6" of native gravel from a nearby source, seed and sprinkle until a coarse grass covers the area.

Approximate cost, $270,000 without R/W.

(2) Grade and smooth 47 acres of the lower dune, seed and mulch with The Dalles sewage sludge in a checkerboard pattern, then irrigate with liquified sludge until a healthy grass cover results.

Approximate cost, $140,000. State forces would have to do this because The Dalles only has enough sludge for 1/2 acre per month. The City already sells 2/3 of the dried sludge to local orchardists. The remainder left for the State would be a liquid with 3 percent solids.

There are certain basic assumptions that must be made to proceed with any control of the dunes.

(a) Do we wish to eradicate the dunes or do we wish to retain them for recreational purposes.

(b) Is the problem that the dunes creates for the highway and the railroad great enough to warrant their control or eradication.

(c) Since only part of the dunes affects the highway and the railroad, should all of it be controlled.

EIVED

(d) If it is decided to control that portion of the dunes that affects the highway and railroad, should we control the land on which the dunes are located to preclude harm coming to the delicate membrane we intend to apply.

I will soon give you detailed information on the dunes control solutions we have evolved; but the basic problem needs to be assessed clearly before we approach the tribes who own and control most of the dunes area.

I agree that the sludge control method may be the cheapest, easiest, and best way to place a membrane on the dunes; but we must consider whether we wish to place this control on them.

CMW:mr

REFER TO: Verstoeg

Design — R. Olsen

By Asst. State Hwy. Engr.

What are your recommended responses to "assumptions" a, b, c & d?

Form 07-734-3030

FILE: MAI 12-11

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
April 22, 1975

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Celilo Sand Blow
Somers Proposal,
Confederated Tribes' Response

TO: F. B. Klaboe
Administrator

Carl M. Williams

The Confederated Tribes have been contacted and Mr. Ronald Somers' proposal to use sludge for erosion control discussed with them. Their attitude at this time is noncommittal. They would be receptive to a detailed project proposal.

CMW:pw

RECEIVED
STATE HWY ENGR
APR 23 '75
REFER TO

Where do we go from here? Can a detailed proposal be put together? Is the idea worthwhile?
F

April 14, 1975

Mr. Ronald M. Somers
106 East Fourth Street
The Dalles, OR 97055

Dear Ron:

Thank you for your proposed solution to the problem of sand blowing onto I-80N near M.P. 92. Whatever course of action we take is complicated by the fact that the sand dunes are on land which is almost entirely under ownership of the Warm Springs Indian Tribes. The land is presently leased for grazing purposes to the adjacent land owners, the Kasers.

The Confederated Tribes are aware of the long-term recreational potential of these dunes and very likely would be reluctant to cover this unusual natural beauty with gravel or grass. We would have to get the consent of the Tribes to proceed with any solution. We are attempting to get a more accurate reaction from the Confederated Tribes to this type solution to the sand blowing problem.

Since Federal lands are involved, we are required to hold public hearings and write an Environmental Assessment and Environmental Impact Statement before proceeding with any alterations. This could take a long time to accomplish.

We will consider your proposal along with several alternative courses of action that have already been proposed.

Thank you for your interest.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
Carl Williams - Please try to get a reaction from the
Dick Hawkins Confederated Tribes. FBK

CMW:mr srb

RECEIVED
STATE HWY ENGR
MAR 27 '75
REFER TO
[illegible]
FOR
Info Inves. R.D. D.R. Sig. Att. File

JOHN E. UFFELMAN
ASSOCIATE

RONALD M. SOMERS
ATTORNEY AT LAW
106 E. FOURTH STREET
THE DALLES, OREGON
97058

P. O. BOX 618
PHONE 296-2181

March 25, 1975

Mr. Fred Klaboe
Administrator of Highways
Highway Building
Salem, Oregon 97310

TED
JOHNS

Dear Fred:

I was recently talking with Dick Hawkins about an equitable, inexpensive solution to a very costly problem the Highway Department is facing on 80N just east of The Dalles. I cannot supply you with the mile post number, but there is a huge sand dune which lies adjacent to the freeway and with our prevailing westerly winds causes the sand dune to encroach upon the freeway. The annual removal cost is $5,000 to $10,000 to the Highway Department in removal of the sand back from the highway. On the windier days it provides a great abrasive obstacle to windshields as you dirve past it.

Two years ago The Dalles City engaged in a program of dumping its digested sludge in liquid form on The Dalles City Airport. The material is fully digested, has no odor and has great nutrient qualities. At the airport we have a problem of blow sand. The program has been tremendously successful. It has created a slight hazard to navigation on the airport, since it has attracted geese to the approach slope of runway 30. Where once there was blow sand, there is now lush green grass.

I have suggested to Mr. Hawkins that the Highway Department might install a pump and The Dalles City and Hood River City would provide free sludge to be delivered to the pump. With an appropriate method of distribution over the face of the dune, the Highway Department's problem would be solved and the city would have a new sludge disposal site. However, we do have other areas at the airport on which we would like to have the sludge dumped, which do not interfere with the approach slopes to the airport itself.

At the present time, we have little or no expense in the removal of the sludge, since it is dumped by gravity feed from the trucks in liquid form by spreader bar onto the airport property.

If the project meets with your approval, I believe it would, on a one time basis of an investment to the highway department, resolve the blow sand situation and stabilize the dune. I would appreciate if you feel the project merits attention, that Mr. Hawkins be authorized to discuss the matter directly with Mr. Del Cesar, the City Manager and/or Joe Hasbrouck, our director of Public Works.

Very truly yours,

Ronald M. Somers

RMS:jj
cc: Mr. Dick Hawkins
District Engineer
Oregon State Highway Department
Seufert Road
The Dalles, Oregon 97058

Mr. Del Cesar
City Manager
The Dalles City Hall
The Dalles, Oregon 97058

Mr. J. B. Correy
Mayor
City Hall
Hood River, Oregon 97031

Mr. Glenn Jackson
Chairman
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Mr. Kess Cannon
Director, DEQ
1234 S. W. Morrison
Portland, Oregon

Mr. Michael Hollern

Mr. Tom Walsh

FORM 538

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 20, 1974

TO: E. S. Hunter, Assistant State Highway Engineer

J H Versteeg

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Celilo Sand Blow Area
Columbia River Highway
(M.P. 90.1)

The FHWA by letter of May 31, 1974, has agreed to participate in the stabilization of the lower bench to control snad presently being deposited on the freeway. This lower bench contains some 55 acres while our original proposal involved 188 acres of land in the stabilization project.

To implement this proposal will require an A95 review, an environmental assessment, may require an offer to hold a hearing and it will be necessary to lease or purchase the necessary right of way for the project.

It appears that we should go ahead with the project because of continuing maintenance problems. There is some hazard to the traveling public during the worst of the sandy conditions, there is a possibility of liability in the event of an accident and the project has been scaled down to a size that we have a reasonable chance of success to stabilize the sand blow.

JHV:jh
cc: Roy Olson

9-25-74
Versteeg Proceed w/ project
cc Williams

RECEIVE
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9-25-74
ORIGINAL TO
Val Versteeg

MEMO TO THE FILE

Subject: Celilo Sand Blow Area
September 18, 1974

I contacted Josh Sawyer in regard to the Celilo Sand Blow area.

We made a plan last year of the area and at that time it amounted to 180 acres. This plan was submitted to the Federal Highway Administration for their approval which we received after Carter, Sawyer and Carl Williams had made a field inspection. The conclusion was to reduce the area to that part covering the lower bench which is about 55 acres.

Sawyer did some test drillings and found suitable gravel of sufficient quantity to complete the project. He is taking cross sections now and running a traverse of the dunes and will send copies of that information which should be enough to go ahead with the project.

As far as purchase or lease of the property a determination must be made whether to make an outright purchase or lease from the owners with the stipulation that they can use the land for grazing.

A sprinkler system will be installed and seeded and mulched after the gravel blanket is installed.

I will contact Ben Gifford for information as to the procedures necessary for starting the project.

It will probably require an A 95 review, Environmental impact statement, hearing and authority to purchase or lease the land.

Roy E. Olson
Landscape Engineer

dlw

cc J. H. Versteeg

7-24

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:
NOTES
H. S. COULTER

Salem, Oregon
June 24, 1974

FROM: D. H. Moehring
Maintenance Engineer

SUBJECT: Sand Dune Stabilization
East of The Dalles

TO:
H. S. Coulter
Asst. State Highway Engineer
HIGHWAY BUILDING

Recently you referred to me a copy of the letter received by Mr. Klaboe from Glen Green of the Federal Highway Administration concerning the stabilization of the sand dune on the Columbia River Highway east of The Dalles. The Federal Highway Administration indicated a softening in their attitude concerning Federal participation in at least a portion of the sand blow area.

Regional Engineer Williams is of the opinion that 72 acres are involved in the low beach area discussed by the Federal people, and his estimate for taking care of the problem is attached.

It would probably be advisable to have Mr. Williams submit a survey order for working up a project under Interstate Federal-Aid.

Your approval of such a plan is recommended.

6-28-74
C Rulien - Place in the I estimate
Wolfe - Issue survey order.
EJH

DHM:mp
Attach.
cc: Carl M. Williams

REFER TO
Hunter
By Asst. State Hwy. Engr.
w/cy FHWA 5/31/74 ltr.
If you concur please have survey order prepared. -
HSC

RECEIVED
JUN 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

June 20, 1974

FILE:

NOTED
H. S. COULTER

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Sand Dune Rehabilitation
I-80N, M.P. 92.47

TO: H. S. Coulter
Asst. State Highway Engineer
SALEM

The last recommendation from Region was:

(1) Keep hauling away the sand as it comes to us.

Approximate cost - $10,000 per year

(2) Build a water level area with the sand and make a safety rest area or park from the sand in the dune.

Approximate cost - $1,000,000 plus

After further consideration, I wish to amend the above recommendations to include a third - but not necessarily last recommendation - in line with J. S. Sawyer, R. S. Hawkins, and Dave Carter's consensus.

This would be to level the lower 70 acres of the dunes. Push back the fore slope of the dune to a 4:1. Cover the entire 70 acres with "6-12" of pit-run gravel. Seed the top of the gravel and irrigate for a period to establish native grass.

Estimate of Cost - $266,000

There are several hurdles to cross to consummate this project.

(a) The acquisition of the land or rights to the 70 acres, now owned in whole or part by American Indians.

(b) Negotiating for the rights for nearby pitrun gravels.

This project is on the long-range Interstate Program. It will be eligible for Interstate funds. The project could stand on its own or be attached to an upcoming Safety Project.

If you approve, I will submit an Authority for Survey to implement the project.

CMW:mr

cc: D. H. Moehring

Form [illegible]

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Est. Sand Blow Stabilization - Lower Level
M.P. 90± Columbia River Highway
"72 Acres"

Item	Unit	Net	Allow	Total	Unit Cost	Cost
Special Borrow In place	Cu. yd.	58,104	5896	64,000	1.75	112,000
Tractor Dozer	Hour	240	60	300	50.00	15,000
Fence	Rod	250	50	300	15.00	4,500
Seeding & Mulching	Acre	72	8	80	500.00	40,000
		Sub total				171,500
R/W Purchace						50,000
						221,500
		Plus 20% Contingency				44,500
		Grand Total				$266,000

956+

Form FHWA 121 (Rev. 5-73)

NOTED
H. S. COULTER

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: May 31, 1974

In reply refer to: 10-41-B4

6 - 74
REFER TO
Carl Williams & Mochwig
By Asst. State Hwy. Engr.

What is your recommendation?
HSC

SUBJECT: Oregon Project I-80N-3(-)
Columbia River Highway MP 90.1, Wasco County
Sand Dune Stabilization

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed your proposal of December 7, 1973 for stabilizing the sand dune area at MP 90.1 on the Columbia River Highway. We agree the sand dune area presents a threat to safe operation of the freeway as blowing sand reduces visibility and sand deposits on the road can create roadway obstacles.

Field inspection indicates the sand blow area can be divided into a lower area or bench and an upper area. The lower bench appears to be an area from which sand is being deposited on the road. The sand in the upper area appears to have primary movement in the south and easterly direction. It appears stabilization of the lower bench would be sufficient to control the sand presently being deposited on the highway. This would reduce the proposed area to be stabilized.

We agree that graveling the area to be stabilized followed by suitable revegetation is a reasonable solution to the problem.

G. L. Green

STATE HWY ENGR
'74
REFER TO

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
May 6, 1974

NOTED
H. S. COULTER

FILE:

FROM: Carl M. Williams
Regional Engineer

SUBJECT: Sand Dunes
I-80N, East of The Dalles

TO: Memo to the Files

On May 3, 1974, Dave Carter, FHWA, Josh Sawyer, Dick Hawkins, and Carl Williams investigated the dunes on foot.

1. Although the general area of the living dunes approaches 160+ acres, the prevailing winds direct approximately 80 acres towards I-80N. The remaining sand area migrates up and over the gorge rim.

2. According to Josh Sawyer, the west end of the dunes has moved easterly. This is an indication that the dune sand replenishment has decreased considerably and that perhaps we are dealing with a finite volume of sand.

   Further, Sawyer indicated that the easterly nose of the 80 acres threatening I-80N has progressed toward our facility at 1 foot per anum.

3. The blowing sand on the highway and elsewhere may be an annoyance and at thick times a traffic danger; but it is no different than many miles of desert highway with the "dust devil" winds and sirroccos.

   Some alternatives exist to combating this 80-acre dune.

   (a) Continue to remove sand from the nose as it intrudes on the shoulder of the road.

   Estimated Cost per anum - $10,000 (If conditions remain as usual)

   (b) Obtain a construction easement, and local, native, private owned gravels and blanket the 80 acres; mulch and seed.

   This form of stabilization has already been done on another part of the dunes by the property owner and Soil Conservation Service.

   Estimated Cost - $600,000

RECEIVED
MAY 9 1974
Office of
Assistant State Highway Engineer

5-9
Carl Williams

(c) Obtain construction easement, import Portland sewage sludge, seed and mulch 80 acres and saturate during growing season with sprinkled liquified sewage sludge.

Estimated Cost - $300,000

(d) Obtain construction easement, import The Dalles garbage and utilize this area as a sanitary landfill on a cut and cove method, or rototill into the sand the garbage to a depth of several feet. Seed and water.

Estimated Cost $300,000

(e) Obtain mineral rights to the sand; transport 500,000-1,000,000 cubic yards across I-80N, the UPRR; and deposit in The Dalles dam pool in a shallow area that exists. Develop a State Park with suitable westbound on and off ramp, boat ramps, isolated fishing lakes, etc.

Estimated Cost - $1,000,000 plus

Of all these alternatives, I like "e" for the fact that we do something constructive, not just the "finger in the dike" action.

The most realistic and reasonable alternative, of course, is "a"; in that we can haul a lot of sand for $300,000.

GAW:mr

cc: E. S. Hunter
D. H. Moehring
H. S. Coulter

7-2.4

December 7, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Sand Dune Stabilization
Columbia River Highway
Wasco County

For many years the encroachment of a sand dune on Interstate 80N has created a hazard to the traveling public. Their safety has been affected both by blowing sand obscuring the roadway and by maintenance operations removing sand that encroaches on the roadway.

Attempts have been made to stabilize the areas adjacent to the roadway but these have been ineffectual because of the size of the dune area; most of which is on private land.

A plan has been prepared to stabilize the sand blow area, the details of which are transmitted for your study, and we hereby request your approval to proceed with the project under Interstate funding.

Enclosed also is a statement from the Division of State Lands rejecting our application for an area in which to dispose of the blow sand. In the future, disposal of the sand will become increasingly difficult because of environmental considerations.

The plan for stabilization consists of the following items:

1. Acquire 700 acres of land presently owned by the Warm Springs Indians at a cost of approximately $36,000.

Control of the land is required to eliminate the possibility that private operations would disturb or destroy the stabilizing vegetation.

Enclosed is a sketch map of the land to be acquired and stabilized.

2. Level the sand dunes enough to allow equipment to operate over them.

3. Cover the sand dunes area with 6 inches of gravelly material.

   It is planned to use mechanical plus vegetative cover. It is planned to start at the west end and level the dunes enough to operate equipment and then cover the dune area with approximately 6 inches of gravelly material which is available close to the site.

4. Seed and mulch the dune area as recommended by the Soil Conservation Service.

   The area would be seeded and mulched with grass seed which would be our own mix plus four pounds of Siberian wheat grass and four pounds of Pubescent wheat grass per acre. The Soil Conservation Service will supply 100 pounds of Thickspike wheat grass and 100 pounds of Tall wheat grass for the project. Fertilizer 22-16-8 will be applied at the rate of 400 pounds per acre.

5. Fence the area to protect it from cattle, sheep or other farm activities.

The total cost of this corrective work, including right-of-way, is estimated at $500,000.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosures
FET:we jf
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
D. H. Moehring
J. F. Putnam

OREGON STATE
HIGHWAY DIVISION

[illegible]
SHEET .. OF SHEETS

Celilo Sand Blow Stabilization

Wasco County
August 31, 1973

ESTIMATE OF COST

ITEM	UNIT	NET	ALLOW	TOTAL	UNIT COST	TOTAL COST
Special Borrow in Place (Rock)	Cu.Yd.	145,260	14,740	160,000	1.50	240,000.00
Tractor w/Dozer, 300 H.P. min.	Hour	600	40	640	50.00	32,000.00
Type 2 Fence	Rod	640	60	700	12.00	8,400.00
Type 2 Single Gate	Each	1		1	200.00	200.00
Roadside Seeding and Mulching	Acre	180	20	200	500.00	100,000.00
						386,600.00
					+ 20%	76,120.00
					TOTAL	$462,120.00

STATE LANDS

OFFICE OF THE DIRECTOR

Waterway Management
Phone 378-3064

502 WINTER STREET NE. • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

October 10, 1973

CERTIFIED MAIL

NOTED
R. S. HAWKINS

Mr. Richard S. Hawkins, District Engineer
Oregon State Highway Division
P. O. Box 420
The Dalles, OR 97058

Dear Mr. Hawkins:

Fill Application No. 1291

Your application for the Highway Division to use a pond near the Columbia River for disposal of sand has been carefully reviewed by the State natural resource agencies. We regret that we must deny the application.

This lake is a popular warm water game fish angling area. Placement of additional fill materials into this small lake would degrade the potential for fish production and angling. In addition, the bed of the pond appears to be owned by the State Land Board, and filling would bring up the legal problem of the best use of publicly owned lands.

The Oregon Game Commission has offered to help in locating suitable disposal areas. Please call us if we can be of assistance to you.

Sincerely,

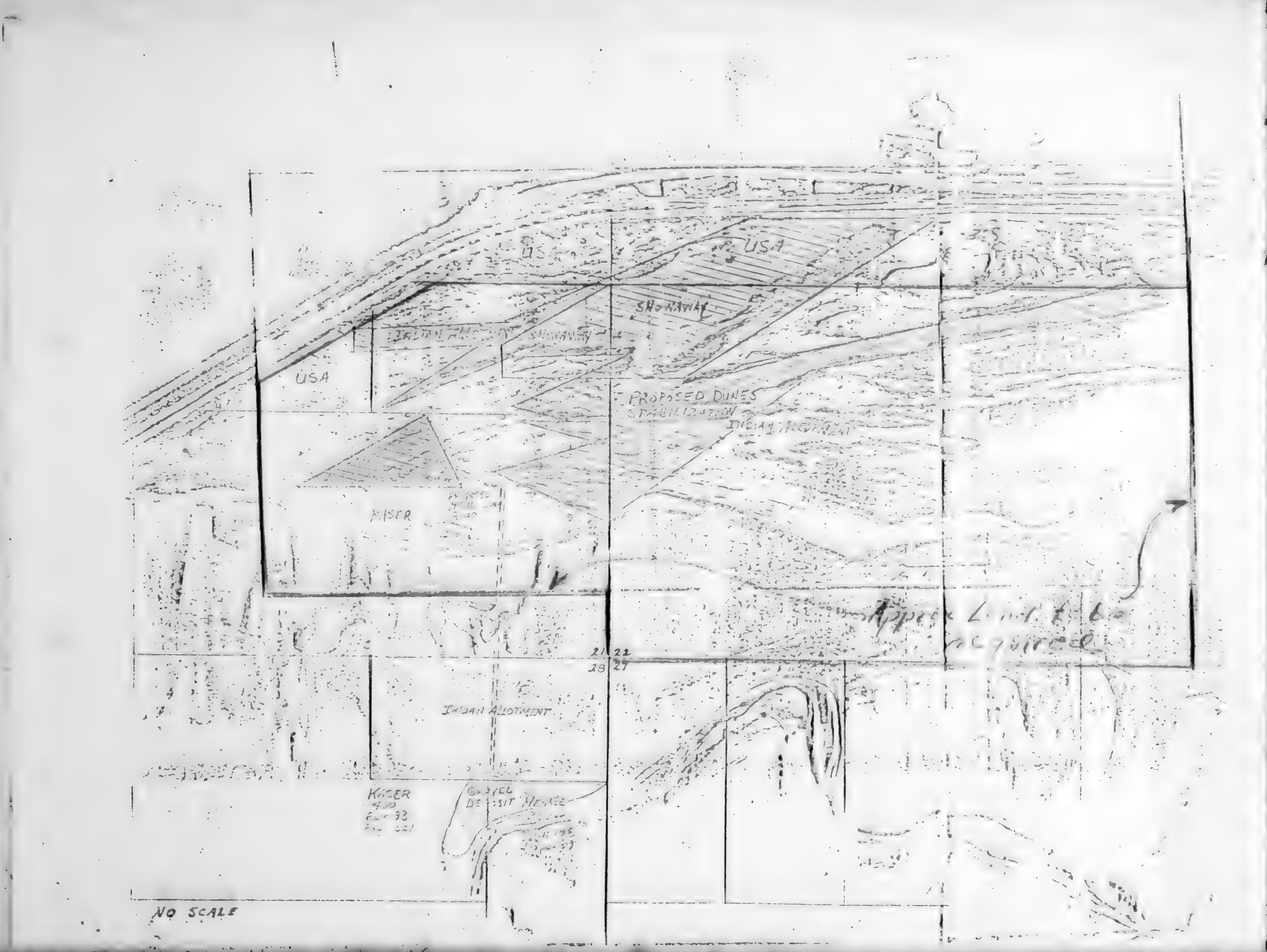
William S. Cox

William S. Cox
Director

RECEIVED
OCT 15 1973

WSC/gh

cc: Fish Commission of Oregon
Oregon Game Commission
Department of Environmental Qualit
Soil and Water Conservation Commission


USA
USA
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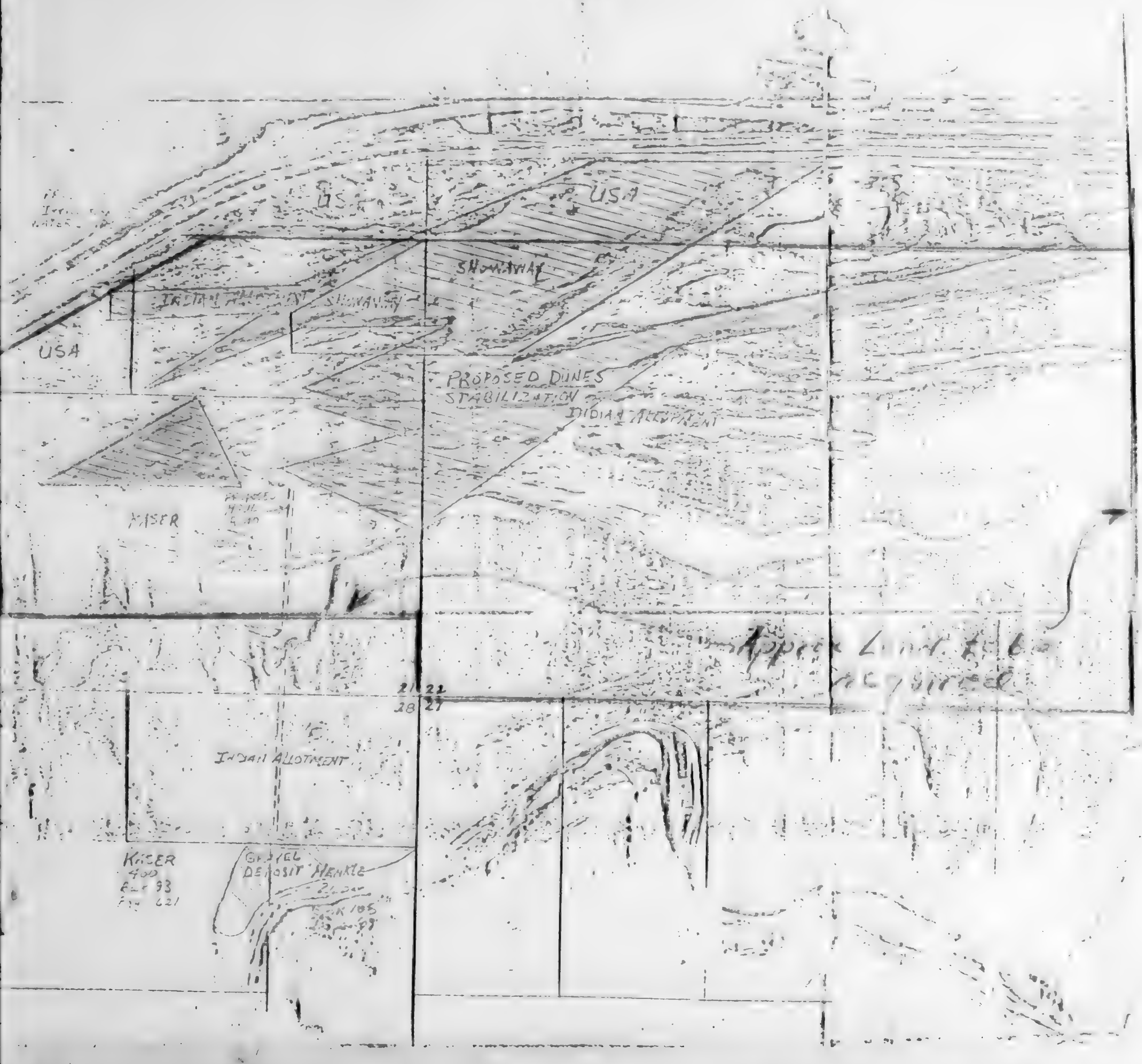
SHOWAWAY
INDIAN ALLOTMENT
SHOWAWAY
PROPOSED DUNES
STABILIZATION
INDIAN ALLOTMENT
KISER
21 22
28 27
INDIAN ALLOTMENT
KISER
GRAVEL
DEPOSIT
Approx Limit to be
acquired
NO SCALE



USA
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INDIAN ALLOTMENT
SHOWAWAY
SHOWAWAY
PROPOSED DUNES STABILIZATION
INDIAN ALLOTMENT
KISER
INDIAN ALLOTMENT
21 22
28 27
KISER
400
93
621
GRAVEL DEPOSIT
HENKLE
105
Approx Land to be acquired

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 17, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Sand Blow Stabilization
Big Eddy-Celilo Section
I-80N

9-24-73
original & attachment
to Versteeg.
Will the Feds
participate?

Roy Olson has completed an investigation of the sand blow stabilization as per your request. He is proposing that we do the following things.

1. Acquire 700 acres of land presently owned by the Warm Springs Indians at a cost of $36,000.

2. Level the sand dunes enough to allow equipment to operate over them.

3. Cover the sand dunes area with 6" of gravelly material.

4. Seed and mulch the dune area as recommended by the Soil Conservation Service.

5. Fence the area to protect it from cattle, sheep and other farm activities.

The total cost of this corrective work including right of way is estimated at $500,000. Attached for your information is a copy of Mr. Olson's report.

0 6

RECEIVED
SEP [illegible] 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

JHV:jh
cc: Roy Olson
J. F. Putnam

9-19-73
Mockring
A lot of money! Is the maintenance problem large enough to justify?
ESH

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon, 97701
August 9, 1973

SUBJECT: Stabilization of Sand Dunes

To: Roy E. Olson
Landscape Engineer
SALEM

FROM: J. F. Putnam
Regional Engineer

BY: Robert C. Pool
Regional Maintenance Engineer

NOTED
E. S. HUNTER

This is in reply to your letter of July 23 which concerned the possibility of working up an Interstate project to control the sand blow just East of The Dalles.

Attached is a report from District Engineer R. S. Hawkins which concerns his investigation in the matter. As brought out in previous correspondence it is our opinion that the only way to stabilize the sand blow is to start at the South end and proceed towards the river. It could be corrected by either seeding the area or covering it with a gravel blanket, however, it would appear the most permanent approach would be a gravel blanket.

A preliminary investigation showed that there was what appeared to be an adequate gravel source approximately one and one-half miles southwesterly of the dunes. If you desire more detailed information on this gravel deposit, please advise and we will have our Geologist look into the matter.

RCP:pw

RECEIVED
AUG 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1

2

FORM 6-30 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon 97058
July 30, 1973

SUBJECT: Stabilization of Sand Dunes
I-80 N

To: J. F. Putnam
Regional Engineer
Bend, Oregon 97701

From: Richard S. Hawkins
District Engineer

In reply to your July 25 letter on the Sand Dunes concerning your request about the availability of a material source, the State does not have--to my knowledge--a controlled source within reasonable distance of the Sand Dunes other than what might be obtained from existing right of ways. Most of this material would probably have to be drilled and shot; within the Dunes area there are a number of rock outcroppings which could be drilled and shot and used.

There are a number of gravel deposits bordering the Fifteen Mile Creek drainage in the Petersburg area; ownership is presumeably private. These sources are within a mile and one-half of the area to be covered on the Sand Dunes on I-80 N, providing access across private property could be obtained for a haul road. These sources would probably provide the better material.

Considering the fact there are known gravel sources in that area, it would appear that probably our Geologist should probably review the area with the idea in mind of drilling some test holes in some likely looking areas considerably closer than the mile and one-half previously noted. I have no maps in this office on which I could show the presently known gravel deposits. They are southerly and westerly of the Sand Dunes.

If further data is requested please advise.

RSH:cw

SP*72879-736

Salem, Oregon
July 23, 1973

Stabilization of Sand Dunes
I-80N

J. F. Putnam
Region 4 Engineer
P.O. Box 1249
Bend, OR 97701

A letter from Moehring to F. B. Klaboe dated June 20, 1973, recommended that an interstate project be worked up to control the sand blow.

Seeding and mulching has proven to be a futile attempt in the past. Another method has been recommended from time to time, that of covering with a six-inch rock blanket or dirty river-run gravel. The first requirement would be to use bulldozers to knock down the tops of the dunes in order to get equipment over the area. If there are enough fines in the rock blanket material, it could be seeded by helicopter or conventional means.

I am sending a contour map taken from May, 1972 aerial photography with the dune areas shown in yellow. The area [illegible] is a parcel of property owned by [illegible], which seems to cover the sand blow encroaching on the highway.

A couple of questions arise:

What are your thoughts on this approach?
Is rock blanket material available?

Roy E. Olson
Landscape Engineer

vmt

Enclosures 2

cc J. H. Versteeg ✓

NOTED
E. S. HUNTER

1
RECEIVED
2
SECTION

B.U.
Aug 1 '73

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1973

SUBJECT: Sand blow stabilization
east of The Dalles
I-80N

To:

F. B. Klaboe
State Highway Engineer

Building

Last year, following your request, some work was done in an attempt to stabilize the sand blow along the Columbia River Highway east of The Dalles. $15,000 was spent on mulching and planting Siberian Wheat Grass.

Past attempts at stabilization, including the work done in 1972, have for the most part failed, as they have taken place at the northerly end of the blow (adjacent to the highway). Stabilization should start at the southerly end which is the starting point of the problem in relationship to the prevailing winds.

The 1972 Interstate Cost Estimate includes $411,000 for erosion control in this area. I would like to recommend that we put on an interstate project to control this sand blow at an early date.

D. H. Moehring
Maintenance Engineer

DHM:mp

REFERRED Hunter
STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 20 '73
REFER TO

FOR

Info	[illegible]	[illegible]	[illegible]	Sign	Act	File

RECEIVED
JUN 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1971
FOR FILING 456#

[illegible]
NW
Col. R(u)

Salem, Oregon
July 16, 1971

Sand Dune
I-80N

J. F. Putnam
Regional Engineer
Bend

I note the sand dune on the southerly side of the highway between The Dalles and Celilo is nearing encroachment. Please inspect this situation.

I do not believe application of oil to the face of this dune will be productive. I would guess that it needs to be corrected at the source up above the highway but I have no way of knowing whether the dune starts below the bluff or whether the material is coming from the sands on the plateau. Will you please advise.

Tom Edwards
Deputy State Highway Engineer

TE:ja

cc R. L. Porter
E. S. Hunter

FORM E-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1972

SUBJECT: Sand dune stabilization
I-80N
The Dalles

To:

F. B. Klaboe
Deputy State Highway Engineer

Building

The work you requested on March 10 to stabilize the blowing sand dunes easterly of The Dalles and I-80N was completed April 13 at an expenditure of $15,000. Approximately 10 acres lying adjacent to the highway were seeded. In addition to this work, drift fences were installed above the seeding in an attempt to hold the blowing sand until such time as the seeding takes hold.

It is questionable that this work will prove profitable due to the magnitude of the problem, that being the need to seed and mulch an area of approximately 100 acres (actually one estimate ranges to 500 acres) at an estimated cost of $500,000.

Due to the magnitude of the problem, I recommend that if you desire to fully correct the blowing sand, the proposed Interstate Project in the amount of $500,000 be pursued at this location.

Robert N Bothman
Robert N. Bothman
Maintenance Engineer

RNB:mp
Attach.

cc: L. P. Shaw
J. F. Putnam (Attach.)

7564

OREGON STATE HIGHWAY DEPARTMENT

WORK ORDER
MAINTENANCE OR BETTERMENT

FORM E 440 (REV. 5-65)

CLASS OF WORK

☒ MINOR BETTERMENT
☐ EXTRA GANG MAINTENANCE
☐ SECTION MAINTENANCE
☐ BRIDGE BETTERMENT
☐ BRIDGE MAINTENANCE
☐ BETTERMENT—BUILDINGS AND MISCELLANEOUS PROPERTY
☐ MAINTENANCE AND OPERATION—BUILDINGS AND MISC. PROPERTY
☐ PARKS—MAINT. AND BETTERMENT

PREFIX 633-1214	DIVISION NUMBER 4	DISTRICT NUMBER 9	FOR THE YEAR	DATE SUBMITTED April 7,1972
HIGHWAY Columbia River Highway # 2		NAME OF SECTION, BRIDGE OR PARK Big Eddy / Celilo		
NAME, TYPE AND PURPOSE OF WORK Erosion Control		FROM MILE POST	TO MILE POST 92.47	AUTHORIZATION (1ST, 2ND, 3RD, ETC.) First

DETAILED DESCRIPTION OF WORK AND ESTIMATE OF COST	FUNCTION	AMOUNT
Seed and Mulch approximatly 10 Acres of Sand Dunes East of The Dalles.	167	15,000.00

APPROVED: Bothman
R. N. BOTHMAN
MAINTENANCE ENGINEER

DATE WORK TO START: April 3,1972

ESTIMATED DATE OF COMPLETION: April 14,1972

INSTRUCTIONS:
1. ORIGINATOR—Submits 3 copies to Division Engineer for approval.
2. DIVISION ENGINEER—Sends original to Controller for budget control.
3. DIVISION ENGINEER—Files 2nd copy and returns approved 3rd copy to Originator.
4. ORIGINATOR—Uses approved 3rd copy as his authority to perform work.

Descriptions, estimates and other information given on a revised order should cover work under previous authorizations as it is intended that the revised order will replace the previous one rather than serve as a supplement to it.

THE CONTROLLER WILL MAKE THE FINAL DETERMINATION ON WHETHER CHARGES ARE TO BE MADE AGAINST MAINTENANCE OR BETTERMENT.

Estimated cost of work to be done under this order as per above estimate	15,000.00
Amount previously authorized under this order	0
Increase or decrease in authorization	0

Submitted by: ORIGINAL APPROVED BY
RICHARD S. HAWKINS
Richard S. Hawkins - District Engineer

Approved: ORIGINAL APPROVED
R. C. [illegible]
DIVISION ENGINEER

NOTES: A separate work order is to be submitted for each class of work.
This order does not constitute authority for expenditures until approved and returned.
NO CHARGES WILL BE MADE TO THIS WORK ORDER UNTIL IT HAS BEEN APPROVED BY THE DIVISION ENGINEER.

MINOR BETTERMENT PROSPECTUS

Section: Big Eddy - Celilo

Highway: Columbia River Highway No. 2

County: Wasco

Termini: M.P. 92.47

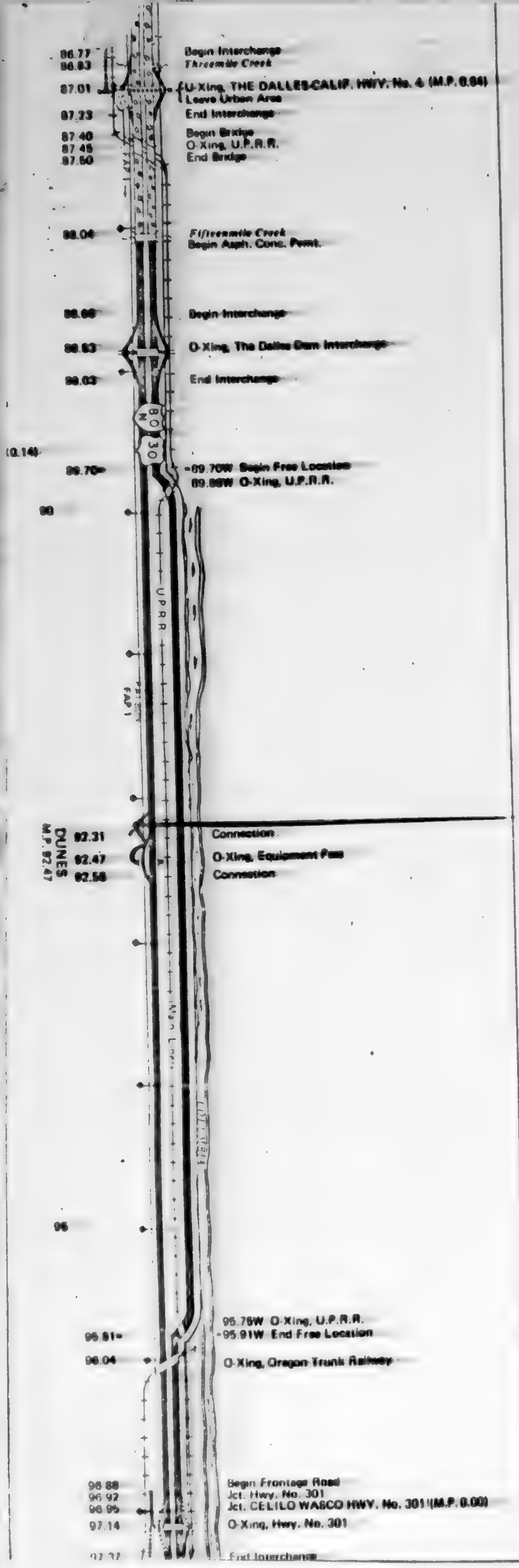
Length: ----

Betterment: Erosion Control - Sand Dunes

Narrative: The proposed work will involve the mulching and seeding of these Dunes in an attempt to alleviate the sand blow onto the Highway.

This work, if successful, will create a safer road for the traveling public. In addition, it will have some effect in reducing the routine maintenance.

Sketch Map & Typical Section -- Attached


86.77 Begin Interchange
86.83 Threemile Creek
87.01 U-Xing, THE DALLES-CALIF. HWY. No. 4 (M.P. 0.04)
Leave Urban Area
87.23 End Interchange
87.40 Begin Bridge
87.45 O-Xing, U.P.R.R.
87.50 End Bridge
88.04 Fifteenmile Creek
Begin Asph. Conc. Pavmt.
88.66 Begin Interchange
88.83 O-Xing, The Dalles Dam Interchange
89.03 End Interchange
80 N
30
(0.14)
89.70 89.70W Begin Free Location
89.86W O-Xing, U.P.R.R.
90
UPRR
FAP 1
DUNES
M.P. 92.47
92.31 Connection
92.47 O-Xing, Equipment Pass
92.56 Connection
Main Line
95
95.76W O-Xing, U.P.R.R.
95.91 95.91W End Free Location
96.04 O-Xing, Oregon Trunk Railway
96.88 Begin Frontage Road
96.92 Jct. Hwy. No. 301
96.95 Jct. CELILO WASCO HWY. No. 301 (M.P. 0.00)
97.14 O-Xing, Hwy. No. 301
97.37 End Interchange

SKETCH MAP
MINOR BETTERMENT
BIG EDDY - CELILO SECTION
COLUMBIA RIVER HIGHWAY
M.P. 92.47

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1972

SUBJECT: Sand dune stabilization
I-80N
The Dalles

To:

J. F. Putnam
Region 4 Engineer

BEND

We have been instructed to take appropriate steps to stabilize the sand blow at the subject location. The only action that seems to be in the immediate realm of possibility is as outlined below.

(1) Seed and mulch about 20 acres on the face of the sand blow from the highway to the first bench and punch straw in with sheepsfoot roller.

(2) Install drift fence at upper edge of seeded area. Some dozer work may be needed before installing drift fence. The drift fence will need cleaning from time to time.

(3) Plant drift fence area with Volga Wild Ryegrass, strain P-208, this fall if plants are available from Corps of Engineers at McNary Dam.

(4) Work to be performed on minor betterment at an estimated cost of $15,000.

Work is to get started immediately so that the mulching can be done with the least interruption of the work scheduled for the erosion control equipment. Joe Hay is available to assist in making arrangements for equipment and supplies.

Robert N Bothman
Robert N. Bothman
Maintenance Engineer

JH:mp

cc: R. S. Hawkins

NOTED
E. S. HUNTER

[illegible]
OFFICE OF
[illegible] AY ENGINEER

RECEIVED
SEP 2? 1971

~~FOR FILING~~

9564

Salem, Oregon
September 24, 1971

Stabilization of Sand Dunes
Interstate 80N

R. N. Bothman
Maintenance Engineer

Your estimate to stabilize the sand dunes along Interstate 80N east of The Dalles is approximately $100,000. The annual cost for removing sand from the roadway section cannot be identified but is reported by the District Engineer to be very nominal. It is also reported that the sand does not present a hazard to the motoring public as a build-up on the roadway section is very slow and enough sand does not blow across the roadway to present a visibility problem.

In view of these facts, I have elected to continue as is and not proceed with stabilization of the sand.

[illegible] Hunter
Assistant State Highway Engineer

[illegible]SH:ms ja

cc Tom Edwards
F. B. Klaboe
A. L. Johnson

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1971

SUBJECT: Sand Dunes, I-80N

To:

E. S. Hunter
Asst. State Highway Engineer

Building

Two plans have been given to me for stabilizing the sand dunes east of The Dalles.

Both plans provide for stabilizing approximately 100 acres which should provide for adequate protection of the highway facility.

One plan would provide for planting the area with Volga Wild Rye, a hearty grass which will survive in this arid climate involved. A second plan would provide for a gravel mat.

The cost of the proposal to seed the area is $100,000 and the cost to provide for a rock blanket $150,000. Therefore, the most attractive proposal is to seed the area.

The estimate of cost for this plan would provide for $40,000 dozer work to remove the 30 ft. vertical faces, $65,000 for planting the grass or as an alternate $50,000 for seeding and mulching, and $10,000 for fencing to keep cattle from the area during the establishment period. Other costs would involve a lease to obtain the necessary right of way and would definitely include approximately $2,500 a year for refertilization during the establishment period of three years.

We could possibly reduce the cost approximately $30,000 by utilizing NYC youth; however, the estimate still remains at $70,000 if the labor were at no cost to the State.

Discussions with Bryant Jackmond and Dick Hawkins indicate considerable question as to justification for this size of an expenditure. The present maintenance cost for removal of the sand is not excessive.

My recommendation would be to proceed with an Interstate contract for establishing a hearty grass on the entire area which is estimated to be 220 acres and therefore at a cost of $250,000.

Robert N. Bothman
Maintenance Engineer

NOTED
E. S. HUNTER

RNB:mp

52475-734

RECEIVED
AUG 6 - 1971
FOR [illegible]

[illegible]
R/W
[illegible]

Salem, Oregon
August 5, 1971

R. N. Bothman
Maintenance Engineer

BUILDING

The sand dunes which are encroaching on Interstate 80N between The Dalles and Celilo are approximately 1.1 square miles in area. Previous attempts to stabilize the face along the roadway have been unsuccessful.

The only successful way in which the beach sand dunes have been stabilized is with the planting of beach grass and beach pines. I believe that much of this work has been done by such groups as MacLaren School boys. Please contact the Parks Section and get from them any assistance in obtaining the use of MacLaren boys or any other groups which could assist in the planting of beach grass. Work out a program and an estimate of cost and report back to me.

E. S. Hunter
Assistant State Highway Engineer

ESH:ms
cc Tom Edwards

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
July 30, 1971

SUBJECT: Sand Dune
I-80N

To: TOM EDWARDS
Deputy State Highway Engineer
Salem

The source of the sand dunes which are encroaching on the highway between The Dalles and Celilo is a 1.1 Sq. Mile area lying on the plateau above the freeway.

Numerous attempts have been made in the past by both the Highway and the Railroad to corral the drifting action. The Railroad attempted an oil application and drift fencing without success. The Highway Department just recently tried the use of old automobile tires to no avail.

District Engineer R. S. Hawkins advises me that approximately 1500 Cu. Yards per year are removed by Maintenance forces and that the high bank is creeping toward the highway approximately 1 foot per year.

Our latest accelerated PS&E scheduling for Interstate Highways indicates that a contract is to be let for beach grass planting on this area some time after January 1 of 1975, also the Soil Conservation personnel in The Dalles have contacted Mr. Hawkins with a request for assistance from the division to plant special grasses at the westerly end of the dune. In my opinion, partial planting will not completely control the drifting situation, and it will be necessary to treat the whole area.

Attached is a poor print of an aerial photograph showing the extent of the dunes.

J. F. Putnam
Regional Engineer

JFP:ca
Attachments
cc: R. N. Bothman w/a
R. S. Hawkins

Pic

1982 Coast Feeder Hwy. Pave. 9565
Marking Project on various Hwys.
between I-5 and the coast.

jc cc: OSHD (L. W. Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Various	DIVISION Oregon
DATE OF REPORT 3/6/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. PMS-000S(116)
COMPLETION DATE (Actual) 11/11/83	ACCEPTANCE DATE BY CONRTACT AGENCY 7/18/84	TIME ELAPSED 100 %	CONTRACT TIME 262 C. D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COAST FEEDER HIGHWAY PAVEMENT MARKING PROJECT
VARIOUS HIGHWAYS
Raised and Recessed Pavement Markers

This project provided for the installation of 223,646 raised pavement markers on 640 miles of highways in western Oregon. Of this total 79,626 were bi-directional yellow, 83,979 were mono-directional crystal and 60,041 were non-reflective white.

The contract work was awarded to Swanston Equipment Co. on 11/2/82. Work started 4/5/83 and was completed 11/11/83. The final construction cost of approximately $635,000 was 50% over the original authorization. This was due to a program change adding Hood River County pavement markings and a decision to recess markers in areas that require occasional snow removal. There were no contract claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
V. E. SCHWART

HWY ENGR
MAR 18 '87
REFER TO
[illegible]

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 3-16-87	TITLE District Engineer A	DATE 3/17/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER		County Various
PROJECT REPORT NUMBER		Project Number PMS-000S(116)
MODIFICATION NUMBER 6		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 23, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 929,937.05	$ 950,975.64
Federal funds	$ 929,937.05	$ 950,975.64
Other revisions		

This modification is made for the following reasons: To include unobligated funds in the amount of $21,038.59 which is subject to lapse September 30, 1986.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible]th day of September, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Manager, Program Section
Title

XXX For: Larry Rulien

State Highway Engineer
Title

By ____________________

____
Title

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 30, 1986

Federal-Aid Project No. PMS-000S(116)

Coast Feeder Highways Raised Pavement Marking Project
Various Counties in Region 1, 2, and 3

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required			$ 19,000.00

Type Code SFTY
Pavement Markers

Mobilization	Lump Sum	All	Lump Sum	$ 2,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	248	0.50	124.00
Temporary Barricades	Each	4	11.00	44.00
Sequential Arrow Signs	Each	2	50.00	100.00
Flaggers	Hour	1,000	1.00	1,000.00
Mono-Directional Crystal Type 1 Markers, Recessed	Each	7,525	7.20	54,180.00
Bi-Directional Yellow Type 1 Markers, Recessed	Each	17,187	7.51	129,074.37
			Subtotal	$ 187,522.37
			Engineering	28,127.63
			Total	$ 215,650.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds
PE		$ 19,000.00	$ 19,000.00
Raised Pavement Marking	140	664,000.00	664,000.00
Raised Pavement Marking	140	215,650.00	215,650.00
Reserve	140	52,325.64	52,325.64
Total		$950,975.64	$ 950,975.64

Group 010: 0% Group 011: 100%
Contract No. C09565
Contract No. C10,004
Prefix: C037-1922
Prefix: C003-1944
Prefix: C037-1061
Prefix: C037-1922
Prefix: C003-1080
Appn Code: 140
DDB:bkb

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-89		State Oregon
PROJECT REPORT NUMBER		County Various
MODIFICATION NUMBER 5		Project Number PMS-000S(116)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 23, 19 82,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 907,130.83	$ 929,937.05
Federal funds	$ 907,130.83	$ 929,937.05
Other revisions		

RECEIVED
SEP 2 0 1985
Federal Aid Unit

This modification is made for the following reasons:

To include increase in construction costs, and use of $1,106.22 in unobligated funds (Appn 140) subject to lapse on September 30, 1985.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of Sep, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 10, 1985

Federal Aid Project No. PMS-000S(116)

Coast Feeder Highways Raised Pavement Marking Project
Various Counties in Region 1, 2, and 3

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$	19,000.00

Type Code SFTY
Pavement Markers

Contract No. 9565

Total the same as previous estimate of October 18, 1984	$	664,000.00

Type Code SAFETY
Pavement Markers

Mobilization	Lump Sum	All	Lump Sum	$	2,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		500.00
Temporary Signs	Sq. Ft.	248	0.50		124.00
Temporary Barricades	Each	4	11.00		44.00
Sequential Arrow Signs	Each	2	50.00		100.00
Flaggers	Hour	1,000	1.00		1,000.00
Mono-Directional Crystal Type 1 Markers, Recessed	Each	5,452	7.20		39,254.40
Bi-Directional Yellow Type 1 Markers, Recessed	Each	16,471	7.51		123,697.21
			Subtotal	$	167,219.61
			Engineering		21,666.61
			Total	$	188,886.22

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds
Preliminary Engineering		$ 19,000.00	$ 19,000.00
Raised Pavement Marking	140	664,000.00	664,000.00
Raised Pavement Marking	140	188,886.22	188,886.22
Reserve	140	58,050.83	58,050.83
Total		$ 929,937.05	$ 929,937.05

Group 010: 0% Group 011: 100%
Contract No. C09565
Contract No. C10,004
Prefix: C037-1922
Prefix: C003-1944
Prefix: C037-1061
Prefix: C037-19--
Prefix: C003-1080
Appn Code: 140

DDB:bkb

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER [illegible]	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Various
MODIFICATION NUMBER 4		Project Number PMS-000S(116)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 23, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 852,733.31	$ 907,130.83
Federal funds	$ 852,733.31	$ 907,130.83
Other revisions		

This modification is made for the following reasons:

To include contract work on Phase 2.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26 th day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 23, 1985

Federal Aid Project No. PMS-000S(116)

Coast Feeder Highways Raised Pavement Marking Project
Various Counties in Region 1, 2 and 3

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 19,000.00

Type Code SAFETY
Pavement Markers
Contract No. 9565

Total, the same as previous estimate of October 18, 1984	$ 664,000.00

Type Code SAFETY
Pavement Markers

Mobilization	Lump Sum	All	Lump Sum	$ 2,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	248	0.50	124.00
Temporary Barricades	Each	4	11.00	44.00
Sequential Arrow Signs	Each	2	50.00	100.00
Flaggers	Hour	1,000	1.00	1,000.00
Mono-Directional Crystal Type 1 Markers, Recessed	Each	4,658	7.20	33,537.60
Bi-Directional Yellow Type 1 Markers, Recessed	Each	14,196	7.51	106,611.96
			Subtotal	$ 144,417.56
			Engineering	21,662.44
			Total	$ 166,080.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds
Preliminary Engineering		$ 19,000.00 ✓	$ 19,000.00
Raised Pavement Markers	140	664,000.00 ✓	664,000.00
Raised Pavement Markers	140	166,080.00	166,080.00
Reserve	140	58,050.83	58,050.83
TOTAL		$907,130.83	$907,130.83

Group 1: 100%
Contract No. 9565
Contract No. 10,004
Prefix: 37-1922
Prefix: 3-1944
Prefix: 37-1061 ✓
Prefix: 37-1944
Prefix: 3-1080

DDB:me

95-5

TATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-221	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County VARIOUS
MODIFICATION NUMBER 3	10-19-84	Project Number PMS-000S(116)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on September 23, 19 82

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 802,733.31	$ 852,733.31
Federal funds	$ 802,733.31	$ 852,733.31
Other revisions		

This modification is made for the following reasons: To include increased construction and construction engineering costs and to obligate additional FHWA funds made available.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

155

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-137		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Various
MODIFICATION NUMBER 2	9-14-84	Project Number PMS-000S(116)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 23, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 772,520.64	$ 802,733.31
Federal funds	$ 772,520.64	$ 802,733.31
Other revisions		

This modification is made for the following reasons: to include increase in the reserve amount to prevent lapse of Appn Code (140) funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 17, 1984

Federal-Aid Project No. PMS-000S(116)

Coast Feeder Highways Raised Pavement Marking Project
Various Counties in Region 1, 2 and 3

REVISED PROJECT AGREEMENT

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 19,000.00

Type Code SAFETY
Pavement Markers

Total the same as previous estimate of November 8, 1982	$ 516,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 19,000.00	$ 19,000.00
Raised Pavement Markings	516,000.00	516,000.00
Reserve	267,733.31	267,733.31
Total	$ 802,733.31	$ 802,733.31

Group 1	100%
Contract No.	9565
Prefix:	37-1922
Prefix:	3-1944
Prefix:	37-1061

RHZ:bkb

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 18, 1984

FEDERAL AID PROJECT NO. PMS-000S(116)

COAST FEEDER HIGHWAYS RAISED PAVEMENT MARKING PROJECT
VARIOUS COUNTIES IN REGION 1, 2 AND 3

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering (Estimate of 9-19-84)	All Required	$ 19,000.00

TYPE CODE SAFTY
PAVEMENT MARKERS

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Mobilization (PA #1)	$ 8,000.00	--	$ --	100%	$ 8,000.00
Recessed Marker Grooves 32" (PA #1)	8.00	--	--	3,006	24,048.00
Recessed Marker Grooves 2 Way Taper 62" (PA #1)	9.00	--	--	11,282	101,538.00
Remove & Replace Layout Markings (PA #3)	1,576.00	--	--	100%	1,576.00
Additional Mobilization	2,500.00	--	--	100%	2,500.00
Monitor Hood River County Work	--	--	--	--	2,270.00
SUBTOTALS			$ - 0 -		$139,932.00

Increase	$ 139,932.00
SUBTOTAL from Estimate of September 14, 1982	448,843.48
SUBTOTAL	$ 588,775.48
Engineering	75,224.52
TOTAL	$ 664,000.00

DESCRIPTION	SUMMARY OF FUNDS TOTAL COST	FEDERAL FUNDS
Preliminary Engineering	$ 19,000.00	$ 19,000.00
Raised Pavement Markings	664,000.00	664,000.00
Reserve	169,733.31	169,733.31
TOTAL	$852,733.31	$852,733.31

Group 1: 100%
Contract No. 9565
Prefix: 37-1922
Prefix: 3-1944
Prefix: 37-1061

WH:pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-133		County Various
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number PMS-000S(116)
MODIFICATION NUMBER 1	11-24-82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 23, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 19,000.00	$ 772,520.64
Federal funds	$ 19,000.00	$ 772,520.64
Other revisions		

This modification is made for the following reasons: to add Construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of November, 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 8, 1982

Federal-Aid Project
No. PMS-000S(116)

Coast Feeder Highways Raised Pavement Marking Project
Various Counties in Region 1, 2 and 3

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 19,000.00

Type Code SFTY
Pavement Marking

Mobilization		All Required	$ 40,000.00
Temporary Protection and Direction of Traffic		All Required	9,000.00
Temporary Signs	220 Sq. Ft.	5.00	1,100.00
Temporary Barricades	4 Each	100.00	400.00
Sequential Arrow Signs	2 Each	500.00	1,000.00
Flagmen	1,000 Hour	5.00	5,000.00
Mono-Directional Crystal Type Markers	96,218 Each	1.78	171,268.04
Bi-Directional Yellow Type Markers	83,798 Each	1.78	149,160.44
White Type II Markers	71,801 Each	1.00	71,801.00
Yellow Type II Markers	114 Each	1.00	114.00
		SUBTOTAL	$448,843.48
		Engineering	67,156.52
		TOTAL	$516,000.00

Length of Project ------- 0.00 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 19,000.00	$ 19,000.00
Raised Pavement Marking	516,000.00	516,000.00
Reserve	237,520.64	237,520.64
TOTAL	$772,520.64	$772,520.64

Group 1	100%
Contract No.	9565
Prefix:	37-1922 (P.E.)
Prefix:	37-1061 (Const.)

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 9-1[illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Various Project No. PNS-0005(116)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Coast Feeder Highways, Region 1, 2 and 3

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-1-[illegible]	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 100.0%

ESTIMATED TOTAL COST OF PROJECT $ 19,000.00	FEDERAL FUNDS $ 19,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the Local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon September 14, 1982

Federal-Aid Project
No. PMS-000S(116)

Coast Feeder Highways Raised Pavement Marking Project
Various Counties in Region 1, 2, and 3

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$19,000.00
		$19,000.00

Length of Project ------------ 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering Retain in Program	$ 19,000.00	$ 19,000.00
Contract Work	400,000.00	400,000.00
TOTAL	$419,000.00	$419,000.00

Group 1 100%
Prefix:

jc

U. S. DEPARTMENT OF TRANSPORT[illegible]ION
FEDERAL HIGHWAY ADMINIST[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-HES000S(116)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Various

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20141

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 17, 1985
8. FEDERAL ROUTE NUMBER Various
9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
Coast Feeder Highways Pavement Marking Project (Phase 2)

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER (Specify) Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 6-25-85 this will confirm the advance approval date of 6-17-85 to add 9.0 miles of recessed traffic markers on the Lower Columbia River Hwy. (MP 60.9 to 69.9) to the construction phase with no increase in funding.

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO
Potter
FOR
Info R/O

14. DATE 7/3/85
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(116)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Various

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20141

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/24/85

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION: Coast Feeder Highways Pavement Marking Project (phase 2)

11. GENERAL DESCRIPTION OF WORK Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
xx☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Potter's letter of 4/24/85, the program change is approved as follows:

1. Appropriation Code - Change Appropriation Code 141 to 140.
2. Project No. - Change to read PMS-000S(116).
3. Class of funds - Change Hazard Elimination to Pavement Marking

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO Potter
FOR

14. DATE APR 25 1985

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-HES-000S(116)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Various

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20141

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/15/85

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
Coast Feeder Highways Raised Pavement Markers

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 1/28/85 the following program change is approved:

1) Appn Code - add 141

2) Prefix letters - change to PMS-HES-000S(116)

3) Class of Federal Funds - add Hazard Elimination

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO
Potter
FOR

Info	Invs	R/D	D/R	Sign	Sct	File

[illegible]
2/25

14. DATE [illegible]

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR 1240 (Rev 12 79)   PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 28, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. PMS-000S(116)
Coast Feeder Highways Raised Pavement Marking Project
Various Counties, Region 1, 2 & 3

I request your approval of a program change to joint finance the subject project utilizing Hazard Elimination funds (Appn Code 141) to supplement Pavement Marking funds (Appn Code 140). This change is necessary since insufficient Appn Code 140 funds are available to cover the estimated cost of the second proposed contract on the project.

This change will require the following revisions in project data:

1) Appn Code --- Add 141.
2) Prefix letters -- Change to PMS-HES-000S(116).
3) Class of Federal funds --- Add Hazard Elimination.

CL:me
cc: L. E. George
R. Oakes
J. Peterson
General Files

Form 734-3122

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(116)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Various

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20141

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO
Potter
FOR
Info | nvst | R/D | O/B | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 9/25/84

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
Coast Feeder Highways Raised Pavement Markers

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 9/24/84 the program change is approved as follows:

1. Add Preliminary Engineering and Construction for raised pavement markers for North Santiam Highway - Primary Route 47 to the character of proposed work.

2. Also, as requested in Mr. Potter's letter of 9/24/84 I approve the revised Construction costs to a TEC of $852,733.31 Federal Funds.

(Increase TEC $50,000 Federal Funds)

14. DATE 10/4/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 24, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration
[illegible]
[illegible]

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 20141
Project No. PMS-000S(116)
Coast Feeder Highways Raised Pavement Marking Project
Various Counties

I request your approval of a program change on the subject project to include the North Santiam (FAP 47) Highway.

I further request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an increase in total cost of $50,000 with an increase in obligation of $50,000 in Federal funds.

DRH:pf
Attachments

cc: L. E. George
General Files

Form 734-3122

July 26, 1984

Seaboard Surety Company
320 108th Ave., NE, Suite 401
Bellevue, WA 98004

CON 5
#9565

Gentlemen or Ladies:

On July 19, 1984, we wrote to you concerning release of final payment on Contract No. 9565 awarded to Swanston Equipment Company for the Coast Feeder Highway Raised Pavement Marking Project in various counties.

Final payment on this contract is $1,500.00 and the total contract amount is $549,726.44. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Swanston Equipment Company
PO Box 1963
Fargo, ND 58107

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(116)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Various

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20141

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO Potter
FOR

Info	Invest	R/O	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 6/14/84

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
Coast Feeder Highways Raised Pavement Markers

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letters of 5/23/84 and 6/14/84 I approve the program change as follows:

"To include preliminary engineering work on the Woodburn-Estacada Highway (FAP 74), portions of the Sunset Highway (FAP 27) and the Wilson River Highway (FAP 35) that were not included in the previous contract plus areas that need to be replaced."

Also, as requested, you are authorized to proceed with the necessary preliminary engineering for PS&E at a TEC of $5,500 Federal Funds.

The above authorization does not require additional obligation of funds.

14. DATE 6/14/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

DATE: June 14, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. PMS-000S(116)
Coast Feeder Highways Raised Pavement Marking Project
17 Counties

I request your approval of a program change on the subject project to include preliminary engineering work on the Woodburn-Estacada Highway (FAP 74), portions of the Sunset Highway (FAP 27) and the Wilson River Highway (FAP 35) that were not included in the previous contract plus areas that need to be replaced. The estimated total cost of this preliminary engineering is $5,500.

I further request authorization to proceed with the preliminary engineering all phases necessary to prepare construction plans on the additional areas at a total cost and federal funds of $5,500. Authorization to proceed as requested will not involve an increase in total cost or federal funds for the project.

CL:jc
cc: L. E. George
General Files ✓

Form 734-3172

Blk F

FORM 81-734-3001

OREGON STATE HIGHWAY ION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Coast Feeder Highways	WEEK ENDING March 24, 1984
		SECTION PREFIX 37-1061
	HIGHWAY Various	COUNTY Various
NAME OF JOB Coast Feeder Hwy. Raised Pvmt. Markings	KIND OF WORK Raised Pavement Marking	
CONTRACTOR Swanston Equipment Co.	CONTRACT NUMBER 9565	FEDERAL AID PROJECT NUMBER PMS-000S (116)
DATE OF CONTRACT November 2, 1982	DATE WORK STARTED 4/5/83	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 246	WORK DAYS USED CALENDAR DAYS USED 262
PROJECT AUTHORIZATION: $ 695,902.66	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 107
EXCLUSIVE OF ENGINEERING: $ 610,902.66	ENGINEERING AUTHORIZATION $ 85,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 596,726.44	ENGINEERING COST TO DATE $ 71,850.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96%
ESTIMATED PERCENT: UNDERRUN 2 %	PERCENT OF AUTHORIZATION 85 %	DATE PROJECT WAS COMPLETED November 11, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Completed as of 11/11/83
MONDAY				
TUESDAY				K
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 26 1984
CONSTRUCTION SECTION
EEO
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitting the semi-final March 23, 1984. This will be the last report.

SIGNED ______ LOCATION Newport

Charles W. Elroy, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(116)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Various
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 20141
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/20/84
8. FEDERAL ROUTE NUMBER Various
9. STATE ROUTE NUMBER Various
10. GENERAL LOCATION:

Coast Feeder Highways Raised Pavement Marking Project

11. GENERAL DESCRIPTION OF WORK

Replace raised reflective pavement markers at various locations on State Highways in Region 2

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 3/6/84 and based on data submitted you are authorized to proceed with the use of State forces as being cost effective, under State Force Order No. 3 at a total estimated cost of $40,000 Federal Funds contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
ST. HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info Inv R/D D R Sign Act File

14. DATE 3/20/84
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

January [illegible], 19[illegible]

Swanston Equipment Company
P.O. Box [illegible]
Fargo, ND [illegible]

Time Extension Request
Coast Feeder Highways
Raised Pavement Marking Project
Contract No. [illegible]
FAP No. [illegible]

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional [illegible] calendar workdays is granted due to the additional work performed under [illegible] Agreement No. [illegible]. The [illegible] contract time [illegible] calendar workdays. [illegible] under this contract.

[illegible], P.E.
Assistant State Highway Engineer
for Operations

[illegible]

[illegible]
C. D. [illegible]
[illegible] Hendrickson [illegible]
Chuck [illegible] [illegible]
FHWA [illegible]
Job [illegible]

37-1061

STATE OF OREGON
Highway Division – Region 2

INTEROFFICE MEMO
378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: November 30, 1983

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Raised Pavement Marking Project
Coast Feeder Highways
Contract 9565

Swanston Equipment Company, by the attached formal request, asked that the contract time be extended from October 27 to November 25, which equals 30 calendar days. Assistant State Highway Engineer W. E. Schwartz, by his August 24 letter, previously extended the originally authorized 180 calendar work days (cwds) by 66 cwds to a new total 246 cwds. If the requested 30 cwds are added, this would make a new total of 276 cwds. Actually the project was completed November 11 on the 262nd cwd.

Project Manager Charles W. Elroy, in his attached November 22 letter of transmittal and review, concurs that the contractor is entitled to the added time for cutting and placing the grooved pavement markers on the Wilson River Highway under Price Agreement #5. At the previously established rates for this work, 30 calendar days would be justified. However, as it turned out, the contractor completed the previously authorized work about noon on October 27, the 247th cwd. He traveled the balance of that day and the next day installing the grooved pavement markers on the Wilson River Highway on October 29 through November 11. It, in effect, took him 16 cwds to complete the added work. That amount of time is recommended by this office, which eliminates all liquidated damages for this project.

GWW/cal

cc: Chuck Elroy

12-29-83

W. E. Schwartz –

I concur with Region and Project Manager and recommend a 16 CWD time extension due to the added work done under P.A. #5

RECEIVED
DEC 5 1983
CONSTRUCTION SECTION
CE
CAE
LOS
OCS
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OM
CA
LS
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E
CP

81-125-1387

DATE: November 10, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Coast Feeder Hwys Raised Pavement Marking Project
Various Highways, Various Counties
Contract No. 9565

This federal-aid pavement marking project is nearing completion and it now appears that the final cost will exceed the project authorization by $173,000 or 33.1 percent.

The purpose of this project is to increase safety for the traveling public by improving visibility of the centerline and other lane markings, to be accomplished by installation of raised pavement markers. The raised markers, however, presented maintenance problems in areas subject to moderate and heavier snowfall because they are easily displaced by snowplow blades. The contract was modified by price agreements to provide grooves in the pavement to allow markers to be installed below the pavement surface, making them safe from removal by the snowplows. The net effect of the original two price agreements was a savings of some $8,000 to the cost of the project.

After a method was devised to make the installation of markers acceptable in snow zones, it became practical to extend the project to include areas which had been deleted earlier because of this reservation by the Maintenance Section. The areas thus added were the Crater Lake, Green Springs and Wilson River Highways. These changes added approximately $96,500 to the cost of the project.

During the course of the project a request was received from Hood River County to add thermoplastic pavement markers to their roads using county forces. The intention was to utilize the federal-aid program without charging the work to this contract project, but an adequate account prefix was not provided and the work was subsequently charged to this project, adding $47,000 to the cost thereof.

There were some other minor variations in quantities of various bid items under the contract, but the major portion of the remainder of the overrun on the project is the additional construction engineering required to properly monitor the contract work including modifications. The engineering costs on the project are somewhat higher than usual because of the large area covered by the project. This includes the entire western half of the State and involves considerable travel time and expenses for the crew.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $173,000 to a new total of $695,902.66. This matter will be on the consent calendar for the November 23 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 31, 1983

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
H.G.COULTER

SUBJECT: Request for Increase in Project Authorization
Coast Feeder Hwys Raised Pavement Marking Project
Various Highways, Various Counties
Contract No. 9565

This federal aid pavement marking project is nearing completion and it now appears that the final cost will exceed the project authorization by $173,000.00 or 33.1 percent.

The purpose of this project is to increase safety for the travelling public by improving visibility of the centerline and other lane markings, to be accomplished by installation of raised pavement markers. The raised markers, however, presented maintenance problems in areas subject to moderate and heavier snowfall because they are easily displaced by snowplow blades. The contract was modified by price agreements to provide grooves in the pavement to allow markers to be installed below the pavement surface, making them safe from removal by the snowplows. The net effect of the original two price agreements was a savings of some $8,000 to the cost of the project.

After a method was devised to make the installation of markers acceptable in snow zones, it became practical to extend the project to include areas which had been deleted earlier because of this reservation by the Maintenance Section. The areas thus added were the Crater Lake, Green Springs and Wilson River Highways. These changes added approximately $96,500 to the cost of the project.

During the course of the project a request was received from Hood River County to add thermoplastic pavement markers to their roads using county forces. The intention was to utilize the federal aid program without charging the work to this contract project, but an adequate account prefix was not provided and the work was subsequently charged to this project, adding $47,000 to the cost thereof.

There were some other minor variations in quantities of various bid items under the contract, but the major portion of the remainder of the overrun on the project is the additional construction engineering required to properly monitor the contract work including modifications. The engineering costs on the project are somewhat higher than usual because of the large area covered by the project. This includes the entire western half of the State and involves considerable travel time and expenses for the crew.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $173,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
C. W. Elroy
R. D. Church
D. E. Swan

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(116)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Various

3. FROM
Dale E. Wilken
Division Administrator
FHWA Oregon Division
~~Salem, Oregon~~

4. PROGRAM NO.

5. ITEM NO. 20141

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 19 '83
Orig to REFER TO Potter
FOR
Info Inv R/D Sign Act File

7. DATE AUTHORIZATION EFFECTIVE 9-7-83

8. FEDERAL ROUTE NUMBER Various

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
COAST FEEDER HIGHWAYS RAISED PAVEMENT MARKING PROJECT

11. GENERAL DESCRIPTION OF WORK
Program Change and Pavement Markings by County Forces

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND OR~~ FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Swan's August 31, 1983 letter, I approve the program change adding Hood River County (Code 027) to the subject project.

Also, as requested and contingent upon modification of Project Agreement if additional funds are required, you are authorized to proceed with County Forces as being in the public interest under Force Order #1; amount of Federal Funds: $44,730.

Also, as requested, you are authorized to proceed with Construction Engineering by State Forces at a TEC of $2,270 Federal Funds. (F.O. #2)

14. DATE 9-7-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

Date: August 31, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan
Project Unit Engineer

Subject: Program Change
Item No. 20141
Project No. PMS-000S(116)
Coast Feeder Highways Raised Pavement Marking Project
Various Counties

I request the following:

1) Approval of a program change to include Hood River County (Code 027) in subject project.
2) Approval to accomplish the work by County Forces based on the public interest findings set forth in FHPM 8-2-1.
3) Approval of Order For Force Work Nos. 1 and 2 (estimated total cost of $44,730 and $2,270 with obligation of $44,730 and $2,270 in Federal Funds respectively) and authorization to proceed with the construction phase. Three copies of each Order For Force Work are attached. Reimbursement will be claimed on an actual cost basis.

This approval will not increase the present Federal Fund obligation at this time.

DRH:bkb
Attachments
cc: L.E. George
D.D. Allen (Region 4)
General Files

Form 734-3122

August 24, 1983

CON

Swanston Equipment Co.
P. O. Box 1963
Fargo, ND 58107

Time Extension Request
Raised Pavement Marking Project
Coast Feeder Highway
Contract No. 9505
FAP No. PMS-000S(116)

Your request for an additional 90 calendar workdays in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 60 calendar workdays is granted due to the additional work done under Price Agreements No. 1 and No. 4. The time requested (apparently 30 calendar workdays) due to the epoxy problems caused by your supplier is not granted since this is not a valid reason for adjustment of contract time in accord with the contract provisions (Section 108.08, Standard Specifications).

The adjusted contract time of completion for this contract is 246 calendar workdays. Should you wish to submit additional data, or to review this matter further, please contact Project Manager C. W. Elroy.

R. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBG:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
C. W. Elroy w/att.
FHWA w/att.
Bob Church

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

ATTN: O. B. Jackmond

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: August 16, 1983

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Raised Pavement Marking Project
Coast Feeder Highways
Contract 9565
37-1061

Swanston Equipment Company, by the attached formal request, asks that the authorized 180 calendar days (cd) be increased by 90 cd to a new total of 270. Their request includes the consent of surety. They base their request on grooved pavement markers added in Price Agreements 1 and 4 and also on epoxy problems.

Project Manager C. W. Elroy, in his attached August 3 analysis, indicates that it took 30 cd to do the work required by P.A. 1. He also analyzes that it will take approximately the same amount of time to cut the grooves required by P.A. 4. He is of the opinion the contractor is entitled to 20 cd for the epoxy problem and recommends another 30 days for inclement weather.

I believe the contractor is entitled to the time that it will take to do the worked added by P.A. 4. That P.A. was submitted to your office August 3. Mr. Elroy's analysis of 30 cd to do P.A. 4 does not take into account weekends. Prorating by seven/fifths yields a corrected recommendation of 42 cd. I believe that the reductions under P.A. 2 offsets 18 of the 42 cd justified by P.A. 1. I am also of the opinion that the epoxy problem is a matter between the contractor and supplier and it is not our obligation to furnish the time that this problem caused. In addition, we should not be granting time for inclement weather unless we are allowing inclement weather on other projects. In summary, I am recommending 66 cd for a new total of 246 cd.

The original contract expires August 17; my recommended extension is effectively to October 22, which is more than enough time to cover our presently estimated completion date of September 30.

GW/rgb
attch.

cc: C. W. Elroy

8-19-83
W. E. Schwartz -
I concur with Region and recommend a time extension of 66 CWD due to work done under P.A. 1 & P.A. 4.
O. B. Jackmond

CE
CAE
FOE
QCS
SCS
EEO
RECEIVED
AUG 17 1983
CONSTRUCTION SECTION
OM
CA
LS
TC
FE
CP

81.125.1387

1565

CON 5

DATE: April 15, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
PMS-000S(110)

Contract 9565, Work Started 4-6-83

Project Coast Feeder Hwys. Raised Pavement Markers Project

Highway Various

County Various

RDC:mk

cc: R. D. Church

STATE OF OREGON
Highway Division - Traffic

INTER-OFFICE MEMO
PRO 6-1-3

RECEIVED
STATE HWY ENGR
JAN 11 '83
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

TO: C. O. Fredrickson
Region 2 Engineer

DATE: January 10, 1983

FROM: L. E. George
Traffic Engineer

NOTED
H. S. COULTER

NOTED
W. E. SCHWARTZ

SUBJECT: Coast Feeder Highways
Raised Pavement Marker Project

On December 17, 1982, a memo was sent to each Region involved in the subject project, requesting their views on the use of grooved in pavement markers in the snow zones. A response was requested no later than January 7, 1983, to allow staff to make arrangements with the contractor for any extra work that would be required.

To date, we have received written comments from Bob Aldrich, E. L. Everton, W. W. Geibel, and R. A. Kuehn, pertaining to this project. Attached are copies of their responses for your information. We have also called each Region office involved to assure that District views have concurrence from the Region.

While all offices had some concerns regarding the operation of the markers in the groove, the only area that rejected the proposal completely was the Metro Region. All other offices indicated they are willing to try this new method in selected snow zones.

Based on the comments received, it is recommended that the current Coast Feeder Highways Raised Pavement Marking Project be revised as follows:

Lower Columbia River:	No Markers	MP 18.39 to MP 69.9
	Grooved Markers	MP 69.9 to MP 88.5
Redwood:	Grooved Markers	MP 0.35 to MP 11.30
Alsea:	Grooved Markers	MP 45.85 to MP 52.3
Corvallis-Newport:	No Markers	MP 9.4 to MP 11.03
		MP 29.34 to MP 32.5
		MP 36.95 to MP 40.00
		MP 41.00 to MP 43.45
Wilson River:	No Markers	MP 4.40 to MP 51.57
Salmon River:	Grooved Markers	MP 12.83 to MP 18.00
Necanicum:	No Markers	MP 0.00 to MP 19.03

(Continued on next page.)

Contains Recycled Materials

Sunset:	No Markers	MP 0.00 to MP 53.10
Elkton-Sutherlin:	Grooved Markers	MP 16.00 to MP 18.00
Albany-Junction City:	Add Markers	MP 0.00 to MP 22.46

If these changes are implemented, we will cut approximately 7,100 grooves in the pavement. It is estimated that these grooves will cost between $6.00 and $8.00 each, for a total cost between $42,000 and $56,800.

We have discussed the grooved marker concept with the Federal Highway Administration and have obtained their support for a demonstration project. They have not been informed of the total number of grooves anticipated as we felt it would be best to get concurrence on the amount of work from you first.

Since this is a demonstration project, we will want to keep track of the effectiveness of these markers. If a large number of these markers fail during the two-year study period, or if maintenance problems arise due to the grooves, we will want to know about them so they are not installed on other highways.

Since the anticipated additional cost of this work may be over 10% of the original contract cost, we will be available to assist you or the Construction Section in obtaining approval for this work, should the need arise.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

DW:kkr

Attachments

cc: W. S. Coulter
E. S. Hunter
R. L. Schroeder
J. J. Cix
L. L. Hardt
C. W. Elroy

7565

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO
TRA 16-2

TO: L. E. George
Traffic Engineer

DATE: January 4, 1983

FROM: Bob Aldrich
Operations Services Engineer

SUBJECT: Coast Feeder Highways
Raised Pavement Marking Project

Your letter of December 17, 1982, concerning the subject project indicated that, in snow zones which utilize steel snowplow blades on the Coast feeders, you would like to try recessed, grooved markers on an experimental basis.

The Maintenance Office would like to express some observations which might be meaningful.

1. We assume that the grooved markers should last 3-5 years to be cost-effective.

2. The Coast feeder highways are not in that good of condition and will require patching over this 3-5 year period. The markers will have to be protected or regrooved and will require additional effort and maybe equipment if we regroove.

Our Maintenance budget for traffic services is strained to the maximum now without any added burden. We realize that this is a demo project and, if the grooved markers are not satisfactory, they will not be replaced; however, should we install them in the quantity you are proposing on these highways? It would be our recommendation that these markers be given a fighting chance by installing them on a new overlay to monitor their performance.

BA:ji

cc: W. E. Schwartz, w/att.
E. L. Hardt
C. O. Fredrickson
J. J. Gix

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 5 '83
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

STATE OF OREGON
Highway – Traffic

INTEROFFICE MEMO
TRA 16-2

TO: Ed Hardt – Metro Region
C. O. Fredrickson – Region 2
Alfred E. Shirley, Jr. – Region 3

DATE: December 17, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Coast Feeder Highways
Raised Pavement Marking Project

MAINTENANCE ENGINEER
RECEIVED

As you are aware, there has been some concern expressed about the value of raised reflective pavement markings on coast feeder routes. The concern is that in snowfall zones, the snowplows will remove the markers if steel blades are used; and the rubber blades, which will not damage the markers, are not effective in removing ice or heavy snow pack which often occurs in these areas.

In an attempt to provide the safest roadway delineation possible for the motoring public and to not add undue maintenance costs to your already strained maintenance budgets, we proposed to use Title II safety funds to place these markers in pavement slots. These pavement slots are approximately 4 1/8" wide, 44" long and 5/8" deep. The idea behind this technique is that the actual button is below the pavement surface, so the snowplow blade does not hit it and the length of the groove allows the headlight beam to reach the marker and return to the vehicle at a minimum distance of 200 feet.

The State of California has used this method of delineation at two sites and they are quite impressed with the results. They reported to us that they had no problems with dirt, sanding material, or water collecting in the grooves; and the buttons made it through one winter without any losses at one site (Interstate 5 near Weed) and with minor losses at the second site (Donner Pass). They are so impressed with the method that they have let a contract to install several thousand more grooved in buttons on Interstate 5 just south of the Oregon border. They are also considering using them on the freeways in Los Angeles in an attempt to hold some form of markings on those roadways.

We currently have approximately $225,000 which can be utilized to groove in the markers on the coast feeders. These funds are 100 percent Federal dollars, which must be utilized on this project or they will be lost. Future Title II funding will not provide Federal money for pavement markings.

At this time, I am asking you to contact the District Maintenance Supervisors in your Region who would be involved in this project to obtain their views. Earlier this month, a member of my staff contacted the District Maintenance Supervisors involved to get the limits of those highways which would need these grooved markers if we proceed with the project. The following is a list of the highway and limits of those areas which would receive the grooved markers.

81-125-1387

Region	Highway Name	Highway No.	Project Limits From	Project Limits To	Groove Limits From	Groove Limits To
1 & 2	Lower Columbia	2W	9.66	99.34	18.39	88.5
1 & 2	Sunset	47	0.00	74.6	0	53.1
1 & 2	Wilson River	37	0.00	51.6	4.4	51.6
2	Necanicum	46	0.00	19.03	0.00	19.03
2	Salmon River	39	0.00	52.65	12.83	18.00
2	Corvallis-Newport	33	7.60	55.98	9.4 29.34 36.95 42.20	11.03 32.5 40.00 43.45
2	Alsea	27	0.00	58.56	45.85	52.3
3	Elkton-Sutherlin	231	0.00	25.40	16.00	18.00
3	Redwood	25	0.35	11.30	0.35	11.30

Would you please give us your recommendations on those roads in your Region no later than January 7, 1983.

L. E. George
Traffic Engineer

DW:ds

cc: H. S. Coulter
R. L. Schroeder
C. W. Elroy

. ATM PDM AAO

PER AST MIL MCE SYL 3 12-16-82 11-00 AM

ATTN DON WAGNER
CC ELDON EVERTON
MIKE STOVALL
R.L. SCHROEDER

TRAFFIC ENGINEERING
16 1982
RECEIVED

RE REFLECTORIZED PAVEMENT MARKINGS
SUNSET AND WILSON RIVER HIGHWAYS

I HAVE RECOMMENDED AND REGION HAS CONCURRED THAT WE DO NOT WANT THE DEPRESSED MARKERS RECENTLY PROPOSED ON THE SUBJECT HIGHWAYS. WE HAVE NEITHER THE MECHANICAL MEANS OF MAINTAINING THEM BUT MORE IMPORTANT WE DONT HAVE THE MONEY. WE ARE OVERSPENT NOW IN THE TRAFFIC LINE ACTIVITY AND THE TOTAL MAINTENANCE BUDGET.

NOTED
DON WAGNER

W W GEIBEL
DISTRICT ENGINEER

PR AT PD AA.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Chuck Elroy
Project Manager

DATE: December 15, 1982

FROM: Richard A. Kuehn Richard A Kuehn
District Maintenance Supervisor

PMS-0005(116)

SUBJECT: Coast Feeder Highways
Raised Pavement Marking Project

We were asked to supply several pieces of information regarding this project.

First was a list of sections where we definately could not use buttons. As I have stated, I would prefer that almost all of these buttons not be installed because of the commitment of future maintenance costs. With the assumption, however, that the project is basically going as designed, there are no designated sections in District 3 where the buttons must be deleted. I certainly am not asking for any more buttons in District 3, but if a place is required for buttons eliminated from some other District, I suggest the Hillsboro - Silverton Highway from Newberg to Woodburn. There are numerous horizontal curves, the vertical alignment is rolling, it does not get alot of snow and the pavement is all fairly new.

The second item was a list of locations for plowable buttons. Our only possible location would be the Salem - Willamina Highway from Mill Creek Road (MP 4.64) to Hart Road (MP 7.66). I have some real doubts about the recessed button application and I think someone should research them carefully before installing any of them. It would seem that the slot in the pavement would fill with sand, grit and water and obscure the button during the times when they are needed the most. This would especially be true of buttons on centerlines.

The third item is a summary of upcoming work on sections scheduled to get buttons.

Hwy. No. 1E

Canby NCL (20.56) - Mollala River (22.03)
New overlay with no work

Mollala River (22.03) - Chemawa Road (44.46)
Medium blade patching during July 1983

Chemawa Road (44.46) - Haysville Int. (45.89)
Fairly new roadway with no work

NOTED
RICHARD BLADORN

NOTED
VERNON L. TABERY

L. E. GEORGE

RECEIVED

NOTED
DON WAGNER

NOTED
GLEN L. CLARK

Contains Recycled Materials

Haysville Int. (45.89) - Pine Street (47.94)
Light blade patching during July 1983

Pine Street (47.94) - Fairgrounds Road (48.55)
Fairly new roadway with no work

Fairgrounds Road (48.55) - Browning Ave. (53.32)
Medium blade patching during July 1983

Browning Ave. (53.32) - Sunnyside Road (53.77)
Fairly new roadway with no work

Sunnyside Road (53.77) - Battle Creek (56.19)
Light blade patching during July 1983

Battle Creek (56.19) - I-5 (56.86)
New overlay with no work

Hwy. No. 1W

Tualatin River (12.20) - Six Corners (15.23)
New overlay with no work

Six Corners (15.23) - River Street (23.19)
Medium to heavy patching during July 1983

River Street (23.19) - Dundee NCL (25.52)
Fairly new overlay with no work

Dundee NCL (25.52) - Hess Creek (27.08)
Concrete pavement with no work

Hess Creek (27.08) - Dayton Jct. (29.79)
Light blade patching during July 1983

Dayton Jct. (29.79) - Lafayette ECL (32.18)
New overlay with no work

Lafayette ECL (32.18) - N. Yamhill River (34.99)
Medium blade patch during July 1983

N. Yamhill River (34.99) - Baker Street (37.01)
Fairly new overlay with no work

Baker Street (37.01) - Edmunston St. (38.24)
Medium patching during July 1983

Edmunston St. (38.24) - Hwy. No. 39 conn. (38.96)
Reconstruction scheduled for 3rd quarter 1984

Hwy. No. 39 conn. (38.96) - S. Yamhill River (40.78)
Medium blade patching during July 1983

S. Yamhill River (40.78) - Amity NCL (44.15)
Fairly new overlay with no work

Amity NCL (44.15) - Hwy No. 43 (63.42)
Medium to heavy patching during July 1983

Hwy. No. 30

Hwy. No. 39 (0.00) - Perrydale Road (11.79)
New or fairly new overlay with no work

Perrydale Road (11.79) - Hwy. No. 189 (15.70)
Light blade patching during July 1983

Hwy. No. 189 (15.70) - Hwy. No. 193 (20.37)
Fairly new roadway with no work

Hwy. No. 193 (20.37) - Rosewood Drive (24.06)
Medium blade patching during July 1983

Rosewood Drive (24.06) - Wallace Rd. O-Xing (25.66)
Fairly new overlay with no work

Wallace Rd. O-Xing (25.66) - Commercial St. (26.13)
Under construction, no work

Hwy. No. 39

Valley Jct. (23.09) - Hwy. No. 30 (27.28)
New overlay with no work

Hwy. No. 30 (27.28) - Hwy. No. 157 (34.11)
Heavy patching during July 1983 unless
proposed overlay is contracted

Hwy. No. 157 (34.11) - Bellevue - Ballston Rd. (35.20)
Medium blade patching during July 1983

Bellevue - Ballston Rd. (35.20) - Oldsville Road (40.45)
Concrete pavement with no work

Oldsville Road (40.45) - W. McMinn. Int. (43.75)
Medium blade patching during July 1983

W. McMinn. Int. (43.75) - E. McMinn. Int. (46.26)
New overlay with no work

E. McMinn. Int. (46.26) - Hwy. No. 154 (49.91)
Medium blade patching during July 1983

Hwy. No. 154 (49.91) - Hwy. No. 1W (52.65)
New overlay with no work

RAK/clm

cc: 'Region Office
L. E. George

FORM 81-734-3030

RECEIVED
File
DEC - 6 1982
FILE FC RME RTE ROE R3F GEO ENV
FILE

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Astoria, Oregon
3 December 1982

FROM: Eldon L. Everton
District Maintenance Supervisor

SUBJECT: Raised Pavement Markers
Coast Feeder Highways District 1
PMS-0005(116)

TO: C. O. Fredickson
Region 2 Engineer
East Salem Highway Building
Salem, Oregon

NOTED
GLEN L. CLARK

During the pre-construction conference for the subject project it was decided that each district maintenance supervisor should write a letter to the region engineer with a copy to the project manager stating their feelings about the raised pavement marking project.

As you are aware this office has been opposed to raised pavement markers on the coast feeder routes in this district due to the problems with snow removal.

I understand the positive response from the general public in regards to the raised markers that were placed on the Oregon Coast Highway. However I also realize the problems that these markers caused for our snow plowing operations last winter. This past summer Don Patterson's crew placed raised pavement markers on the Fort Stevens Highway, the Warrenton-Astoria Highway, the Nehalem Highway from Astoria to mile point 8 and on the Three Rivers Highway. Pavement markers were also placed on the lower Columbia River Highway on the 32nd Street Crest Motel Project. It is felt that while it may create problems that the snow removal can be handled with the raised pavement markers on these various highways. However to add the raised pavement markers on the coast feeder routes would prove to be next to impossible to deal with.

I just received a phone call from Don Wagner in traffic section and he advised me that they had come up with additional money so that the markers on the coast feeder routes could be grooved in and the type of marker placed that is slightly below the pavement surface. He advised me that he had checked with areas that had used this type and they had been very satisfied with their installations and that they had been able to plow with steel blades with no damage to the pavement markers. With this in mind I advised Don Wagner of my desires in this district and they are as follows:

Place the raised pavement markers on the Little Nestucca Highway as called for on the project. On the Wilson River Highway place the raised pavement markers from mile point 0 to mile point 4.4. From mile point 4.4 to the end of the district place the buttons that are grooved in below the pavement surface. On the entire length of the Necanicum Highway and the Sunset Highway place only those buttons that are grooved below the pavement surface. On the lower Columbia River Highway from mile point 69.9 to mile point 88.5 place the buttons that are grooved below the pavement surface. From mile point 88.5 to mile point 99.3 place the raised pavement buttons. There are currently raised pavement buttons in this area for the better part, however there are a couple of sections that will have to be closed with this project.

NOTED
L. E. GEORGE

cc Don Wagner

NOTED
DON WAGNER

NOTED
RICHARD BLADORN

RECEIVED
7 1982
TRAFFIC ENGINEERING

To: C. O. Fredickson
Re: Raised Pavement Markers Coast Feeder Highways District 1
3 December 1982
Page Two

Don Wagner advised me that what I had requested was reasonable and that is how they would proceed in this district. If the project is revised so that the markers placed are below the surface so that the carbide plows can be used then I would not have any objections to the purposed installations.

ELE:mp

cc: Chuck Elroy
P.O. Box 37
Newport, Oregon 97365

6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(116)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20141

2A. COUNTY NAME 16 Counties

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/82

8. FEDERAL ROUTE NUMBER Various FAU - FAP & FAS

9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
Coast Feeder Highways Raised Pavement Marking Project

11. GENERAL DESCRIPTION OF WORK
Pavement Markings

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 9/27/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $753,520.64 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	O/R	Sign	Act	File

14. DATE 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(116)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Various

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20141

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/1/82
8. FEDERAL ROUTE NUMBER Various
9. STATE ROUTE NUMBER Various

10. GENERAL LOCATION:
Coast Feeder Highways Raised Pavement Marking Project

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $19,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 8/31/82.

RECEIVED
STATE HWY ENGR
SEP 9 '82
REFER TO
FOR
Info Inv R/D Act File

14. DATE 9/1/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: August 31, 1982 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Data Submission
Item No. 20141
Project No. PMS-000S(116)
Coast Feeder Highways Raised Pavement Marking Project
16 Counties

Attached data consists of PR-1 forms with project maps, Authority for Survey work sheet and Description of Procedures.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E Approval at an estimated total cost of $19,000 with an obligation of $19,000 in Federal funds.

DRH:bks
Attachments

cc:	L.E. George	
	E.L. Hardt	(Metro)
	C.O. Fredrickson	(Region 2)
	Alfred Shirley	(Region 3)
	Jon Rose	(Metro)
	Earl Mershon	(Metro)
	General Files	

Form 734-3122

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: August 26, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Project

A project has been requested to install raised pavement markers on all of the state highways leading to the coast that do not already have the markers. This project will involve twenty-six highways and sixteen counties and will span Regions 1, 2 and 3.

Construction will be by contract with State Forces performing all phases of engineering:

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Coast Feeder Highways Raised Pavement Markers	$400,000	$400,000	0

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. GEORGE - TRAFFIC ENGINEER

RHB:np

APPROVED:

H S Coulter
State Highway Engineer

8/26/82
Date

RECEIVED
STATE HWY ENGR
AUG 26 '82
REFER TO
[illegible]
FOR
Info Invest R/D G R Sign Act File

8/26
orig
cys
George
file

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: R. W. Failmezger
Region 1 Traffic Operations Supervisor

David R. Weaver
Region 2 Traffic Operations Supervisor

Kipp D. Osborn
Region 3 Traffic Operations Supervisor

DATE: August 9, 1982

NOTED
H.S.COULTER

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed "Coast Feeder" Raised Pavement Marking Project
Title II - Section 205

This office has prepared cost estimates for augmenting the centerlines on the subject highways. Region 3 has completed installations on ORE42 and ORE38. If any other routes need treatment, this office should be advised.

The reason for this letter is to request areas on these routes (coast feeder) which should be deleted due to reoccurring snowplowing. When we are advised of what sections to delete, a contract will be prepared with obligation of funds prior to the end of Federal Fiscal Year 1982.

Please advise at your earliest convenience.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George - Traffic Engineer

GLC:ds

cc: Fred D. Miller
H. S. Coulter
W. E. Schwartz

RECEIVED
STATE HWY ENGR
AUG 10 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

1982 McKenzie Hwy. at 58th St. 9566
(Springfield) Sec. in Springfield.
(Traffic Signal Install.)

C+A 7587 1-15-82

Smead
No. 2152-3L
HASTINGS, MN
ANGELES-CHICAGO-LOGA
MCGREGOR, TX-LOCUST GROVE G
U.S.A.

Versteeg
Anderson
KB
Edwards
Trout
Webster
RECEIVED
ROAD DESIGN SECTION
Action

NARRATIVE REPORT

Project: McKenzie Highway at 58th St.(Springfield)
Contract: 9566
Prefix: 20-1169

This Contract was awarded to Clarke Eectric Inc. November 19, 1982. The contractor was allowed 90 calender days with the completion date no later than June 15, 1983. The calander day count started on March 14, 1983. The project work was completed and the time charge was stopped on May 10, 1983 with 58 days charged.

The contractor installed temporary construction signs on the project on March 14, 1983. From March 15 to March 18, 1983 Clarke Electric worked excavating, forming, and pouring the pole bases. Favorable soil conditions and minimal utility problems expidited this process. By April 9, 1983 the contractor had completed all the conduit and detector loop runs.

Upon delivery of the signal poles to the project, subsequent inspection revealed several problems. On one pole the luminair arm was not properly oriented. This pole was sent to Portland to be corrected and the repair work was inspected by the Portland Materials Section. Another pole had to have some weld slag removed and the galvinizing repaired at the jobsite. The "0" guage poles were out of round to some extent(see project photographs) but because there is no specification addressing the roundness of signal poles, and there being no structural comprimise, they were accepted. The poles were installed on April 12, 1983.

From April 13 through April 18, 1983 Clarke Electric worked removing the existing sidewalks and curbs where necessary and constructing new walks, ramps, and curbs. At several locations the existing curb cuts were not where they were shown on the plans, and additional demolition and sidewalk construction were required. Extra Work Order no. 1 was written to compensate the contractor for the extra expense of the additional demolition.

From April 19, 1983 to May 9, 1983 the contractor worked completing the hanging and wiring of the signals. On May 10, 1983 the service was inspected by the State Electrical Inspector and approved for power hook-up and contract time was stopped.

The signals were put into operation on May 18, 1983. The City of Springfield accepted this project in a letter dated May 31, 1983.

D.W. Greene

D. W. Greene, Project Manager

xc: file

5

September 8, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9566

Gentlemen or Ladies:

On September 1, 1983, we wrote to you concerning release of final payment on Contract No. 9566 awarded to Clarke Electric, Inc. for work on the McKenzie Highway at 58th Street in Springfield in Lane County.

Final payment on this contract is $965.35 and the total contract amount is $66,727.60. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Clarke Electric, Inc.
PO Box 10326
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
James J. Gix

REPORT NO. 18

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MCKENZIE HIGHWAY @ 58TH ST. (SPRINGFIELD)

WEEK ENDING: JULY 16, 1983

SECTION PREFIX: 120-8283

HIGHWAY: MCKENZIE

COUNTY: LANE

NAME OF JOB: MCKENZIE HWY @ 58TH ST.(SPRINGFIELD)

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: CLARKE ELECTRIC, INC.

CONTRACT NUMBER: 9566

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: 19 NOVEMBER 1982

DATE WORK STARTED: MARCH 14, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 90 CD

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 58

PERCENT OF TIME ELAPSED: 64.4%

PROJECT AUTHORIZATION: $ 79914.13

EXCLUSIVE OF ENGINEERING: $ 72934.73

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 70712.31

ESTIMATED PERCENT: OVERRUN / UNDERRUN 3.0 %

ENGINEERING AUTHORIZATION: $ 6979.70

ENGINEERING COST TO DATE: $ 6520.00

THIS WEEK 0.0

PERCENT OF AUTHORIZATION: 93.4 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.0%

DATE PROJECT WAS COMPLETED: MAY 10, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO~~ XXXXXXX	CONCRETE WALKS	TRAFFIC SIGNAL	PRE-EMP SYSTEM				
PERCENT	100.%	100.%	100.%				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY	CLEAR	0		
TUESDAY	PARTLY CLOUDY	0		
WEDNESDAY	MOSTLY CLOUDY	0		K
THURSDAY	MOSTLY CLOUDY	0		
FRIDAY	PARTLY CLOUDY	0		
SATURDAY		0		

RECEIVED
CONSTRUCTION
SECTION

GENERAL ESCRIPTION OF ACTIVITIES FOR E WEEK

7/10/83 SUNDAY	No Activity this week.
7/11/83 MONDAY	
7/12/83 TUESDAY	
7/13/83 WEDNESDAY	
7/14/83 THURSDAY	
7/15/83 FRIDAY	
7/16/83 SATURDAY	

REMARKS

2nd Notification given - May 10, 1983

3rd Notification given - July 11, 1983.

This will be the last report.

SIGNED Larry D. Lindley for LOCATION Eugene

. W. GREENE, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLV SUBMIT 3 COPIES

SPRINGFIELD

CITY OF SPRINGFIELD
Department of Public Works

NOTED
H. S. COULTER

May 19, 1983

RECEIVED
STATE HWY ENGR
MAY 23 '83
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

Mr. L.E. George
Traffic Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Subject: Traffic Control Improvements at: 2nd-3rd Street Ramp Connector; 2nd-3rd Street with "Q" Street and McKenzie Highway with 58th Street

Dear Bud,

The recent installation of the subject traffic control improvements have generated numerous compliments from City Council members, Chamber of Commerce, individual businesses and of course City staff. We compliment the Oregon Highway Division, particularly your traffic signal design section, the local district office and Kip Osborn and his crew for doing an outstanding job.

All three of the projects were completed on time or ahead of schedule with a minimum of impact to the motoring public. We sincerely appreciate the cooperative attitude of the State and for allowing the City to have considerable input into the projects.

We are confident that these projects will surely improve circulation and traffic safety. In fact, two businesses in north Springfield have indicated an increase in business since the opening of the 2nd-3rd Street Ramp Connector Project.

NOTED
W. E. SCHWARTZ

225 North 5th Street • Springfield, Oregon 97477 • 503/726-3753

Mr. L.E. George
May 19, 1983
Page 2.

NOTED
H. S. [illegible]

We also thank the Oregon Transportation Commission for including the two 2nd-3rd Street projects in the State's Six Year Highway Improvement Program. Without their assistance Springfield could not have benefited by these improvements.

Again, thank you for a job well done and please pass along our appreciation to those involved in these three projects.

Sincerely,

Kevin Roberts

Kevin Roberts
Traffic Administrator

KR:ch

cc: Anthony Yturri, Chairman, OTC
~~Fred~~ Fred Miller, Director, ODOT
Jim Gix, Regional Engineer

These folks know what to do don't they?

Yes!

RECEIVED
DOT DIRECTOR
MAY 19 '83
REFER TO
Coulter
FOR

October 29, 1982

Mike Kelly
Director of Public Works
City of Springfield
225 N. 5th Street
Springfield, OR 97477

Dear Mr. Kelly:

On October 28, 1982 we received a satisfactory bid from Clark Electric Co., P.O. Box 10526, Eugene, Oregon 97440 for the traffic signal installation project on the McKenzie Highway (Main Street) at 58th Street in Springfield.

As described in our Construction-Finance Agreement No. 7587, we anticipate the financial sharing of project costs will be:

Contractor's Bid		[illegible]
Anticipated Additional Items:		
Permanent Pavement Striping	$2,000.00	
Remove Pavement Striping (Existing & Temporary)	500.00	
Signal Controller Testing	No Charge	$ 2,500.00
Subtotal		$67,069.00
Contingencies (5 1/2%)		3,454.11
Engineering (10%)		No Charge
CITY SHARE		$70,523.11

We will award the contract when we receive your advance deposit in the amount of 70,523, which should arrive not later than November 15, 1982. You may use one of the three options for payment described in the attachment.

Jim Peterson
Rec'd
LGAP
11-19-82
KEH

Very truly yours,

K. E. [illegible], P.E.
Program Control Engineer

KEH:pt
Attachment

cc w/AD # 82-67: Chuck Acres, Region 2
Vern Skoog - Please return completed AD # 82-67 when advance deposit is received.

Section McKenzie Hwy at 58th (Springfield) Sec. Programming Estimate $ 92,000

Highway McKenzie Proj. Length N/A

County Lane Completion Time 90 days from start of work — Not later then June 15, 1983

Kind of Work Traffic Signal Est. Comp. Date June 15, 1983

Prefix 20-1419 Letting Date Oct 28, 1982 Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 76,393.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)	800	
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		$ 4,225.00
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	1,925	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 80,618.00
Contingencies (4-1/2%)		3,627.81
Engineering (8, 9, [✓ 10%])		8,061.80
Subtotal		$ 92,307.61
Credit for		
Estimated Net Authorization, Construction		$ 92,307.61

Est. City share: 76393
2300
Subtotal 78693
4½% Cont. 3541
$82234 City share est.

APPROVED

Road Design Engineer

Rev. 11/81

cc Jack Ayres 10-7-82

ok says Jack 10-11-82

OREGON STATE

SUMMARY--BID SCHEDULE--COST ESTIMATE

HIGHWAY DIVISION

Section: McKenzie Hwy at 58th st. (Springfield) Sec.
County: Lane
Sheet 1 of 1
Kind of Work: Traffic Signal
Length: N/A
Date: 10/4
Name: Bill Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	5%	3,640
	Temporary Protection and Direction of Traffic		All	All		1,265
	Temporary Signs		Sq. Ft.	178	6.00	1,068
	Temporary Barricades		Each	2	125	250
	Flagmen		Hour	60	22.00	1320
	Roadwork					
	Concrete Walks		Sq. Yd.	38	25.00	950.00
	Traffic Signals					
	Traffic Signal Installation, Complete		All	All	—	63,600
	Fire Pre-emption System, Complete		All	All	—	4,300
						76,393.00

LO. : ANALYSIS UNIT: 10-6-82 DO
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 10-28-82

734-1736 (8-81)

HIGHWAY DIVISION - ODOT LOC 3

FILE October 19, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
October 28, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened October 28, 1982 on the following projects:

1. Oregon Coast Highway @ 22nd Street (Reedsport)
   Oregon Coast Highway, Douglas County
   Traffic Signals

   Pedestrian signals will be installed under this contract.

2. Crater Lake Highway @ Antelope Road (White City)
   Crater Lake Highway, Jackson County
   Traffic signals

   Pedestrian signals will be installed under this contract.

3. Pony Creek Bridge (North Bend)
   Cape Arago Highway, Coos County
   Structure

   Four 12-foot lanes with 12-foot median. Five-foot sidewalks provided for bicycle and pedestrian use.

4. C.O.I. Canal Bridge
   Dodds Road, Deschutes County
   Structure

   Roadway width is 32 feet on structure and approaches have 12-foot lanes with 4-foot aggregate shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states "...footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use..."

5. Stanton Park-Canyonville
Tiller-Trail Highway, Douglas County
Grading and paving

Bike lane construction. Four-foot minimum bike lanes will be constructed adjacent to existing 12-foot lanes.

6. Irrigation Canal Bridge
Bear Drive, Jefferson County
Structure

Thirty-two foot roadway. Approaches to be paved in future.

Same as No. 4.

7. Mill Street-5th Street (Springfield)
Centennial Boulevard, Lane County
Grading, Paving and Signals

Multi-lane construction with median lane. Five- or six-foot bike lanes will be constructed on Centennial Boulevard and 5th Street. Sidewalks will remain or be replaced throughout the project.

8. N. Fork Ash Creek Bridge (Independence)
Gun Club Road, Polk County
Structure

Thirty-two foot roadway on structure and approaches. Five-foot shoulders available for bicycles and pedestrians.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states "...footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails..."

9. Hermiston-Old Oregon Trail Highway
Hermiston Highway, Umatilla County
Grading and Paving

Twelve-foot lanes with intermittent left-turn medians. Four-foot shoulders available for bicycles and pedestrians.

Same as No. 8.

10. McKay Creek (Platt) Bridge
McKay Creek Road, Umatilla County
Structure

Remove and replace superstructure.

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

11. Celilo Sand Stabilization
Columbia River Highway, Wasco County
Sand Stabilization

Same as No. 10.

12. Coast Feeder Highway Raised Pavement Marking
Various Highways, Various Counties between I-5 and Coast

Same as No. 10.

13. McKenzie Highway @ 58th Street (Springfield)
McKenzie Highway, Lane County
Traffic Signals

Pedestrian signals to be installed on this project. A small section of sidewalk and a sidewalk ramp will also be installed.

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

HSC:DES:ja

GENERAL FILES

CON

October ~~7~~ 14, 1982

NOTED
H. S. COULTER

Steven C. Burkett
City Manager
225 North 5th Street
Springfield, OR 97477

I have been asked to respond to your letter of September 27 to Oregon Department of Transportation Director Fred Miller regarding two City of Springfield projects.

In the case of the traffic signal at 58th and Main, I am advised that bids for the project will be received at our October 28, 1982 bid opening. This is within one month of the date you were promised last February. Although this is not outstanding service, it is not bad and no apology is warranted.

The other project, Mill-5th Street on Centennial Boulevard is another matter and at least some explanation is warranted. A review of the project records reveals that the most time consuming process involved the purchase of right-of-way. Although there were only 23 parcels of land to be acquired, it took 16 months to acquire them. The principal difficulty involved obtaining mortgage releases from lending institutions in the present high-interest climate. The only way to have speeded up the process would have been to condemn the mortgagee, forcing the mortgager and mortgagee to settle their differences in court. We did not feel this was fair to the property owner and could have caused serious public relations problems.

Both projects will appear on the October 28, 1982 bid opening schedule. At this late date it is the best we can do for these projects. There will be no further delays.

NOTED
W. E. SCHWARTZ

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

WES:st

bc Fred D. Miller H. S. Coulter
E. S. Hunter J. B. Boyd
Alfred Shirley, Jr.

10-14-82

Pat, — Are there things we should ~~leave~~ learn from review of the time spent on the Centennial Blvd. project to know what not to do next time? — the match on the project will be almost as much as the total job when we started on it. —

Scott

SPRINGFIELD

CITY OF SPRINGFIELD
Office of the Mayor/City Manager

September 27, 1892

2. design survey
2.

Mr. Fred Miller, Director
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Miller:

bike detector loops

This is a follow up request to our March 10, 1982 meeting, in Springfield, at which we discussed highway improvement needs and how the City and the State could work together to resolve problems and implement programs.

During that meeting, Springfield representatives requested your assistance in getting two projects underway: traffic signal improvements at the intersection of 58th and Main Streets (McKenzie Highway) and the Centennial Boulevard, Mill to 5th Streets, FAU project.

5/14/82
76,000
Signal
Traffic Section
11/18/82
Oct 28, 1982

In December, 1981, the City and the Highway Division entered into an agreement to construct traffic signals at the intersection of 58th Street and Main Street. The City agreed to fund 100% of the construction costs even though Main Street is a state highway. The Highway Division agrees that signals are definitely required to improve traffic safety but, it simply does not have the funds to match construction costs. Since the intersection is on a state highway, the Highway Division insisted it must do the engineering for the project.

Springfield was informed in February, 1982, by the Highway Division, that the project would be underway no later than September, 1982. The City has recently been informed that the "best estimate" for the signals to be let for bidding is November 18, 1982.

Your assistance is requested to help get this project underway as soon as possible and to avoid any further delays.

The second project, the Centennial Boulevard FAU project, is also a project being designed and managed by the Highway Division because the State said they could "jump through the Federal hoops" faster than the City could. Well, for the past 2-1/2 years the State has told the City that the project would be out for bidding each Spring and Fall of the 2-1/2 year period. In Spring, 1982, the City was assured the project would be out for bids in May, 1982, then June, then July, then August and now it is scheduled for October 28, 1982.

9/11/80
G P Sig(4) Ill.
1,020,000
6 Yr. Prog. p.59
10/28/82
Final Design

is obligated

For obvious reasons, both the City and the State have lost valuable credibility with Springfield's politicians, businesses and the general public with respect to these two projects. In fact, the Centennial Boulevard project is the butt of jokes and comments with respect to the ability of the system to get projects implemented.

As we discussed at our March 10th meeting, there is a communication and coordination problem in the system that must be solved.

Again, we request your assistance in speeding up the process and avoiding any further delays with these two projects.

On a more positive note, we compliment you and the Highway Division on the quickness of getting the 2nd/3rd Street Ramp Connector project under construction.

Please feel free to contact me should you wish to discuss any of the above in more detail.

Sincerely,

Steven C. Burkett

Steven C. Burkett
City Manager

CITY OF SPRINGFIELD

jd

TRA 20-1.3
TRA 20-10

DOT DIRECTOR
SEP 2[illegible] '82
REFERRED TO
Coulter
FOR
Sign Act Info

```
PMS-V2                    PROJECT INSTANT REPORT

PREFIX NO:0201419  F.A. PROJECT NO.                       DATE:01OCT82

SECTION:MCKENZIE HWY. AT 58TH ST.(SPRINGFIELD)
HIGHWAY:MCKENZIE                               MILE POST:  6.5 LNG:    .1
COUNTY:LANE               DISTRICT: 05 REGION:3  URBAN/RURAL AREA:L
CITY:SPRINGFIELD          HWY NO:0015  RT:OR-126 FAN:28

PROGRESS:
  COMMISSION ADOPTION:          31DEC81          STAGE OF ENGR:PSEDOC
  ASSESS. CATEGORY:             2EXC            ENGR BY OTHERS:
  A-95 STATUS:                  EXEMPT

  ANNUAL PROGRAM ITEM NO.                       FHWA PROG. APPR:
  P.E. AUTHORIZATION:           STATE
  R/W AUTHORIZATION:

STATUS:                                          PROGRESS:
  RECONNAISSANCE:                 N/A               MONTH:
  DRAFT E.I.S.                    N/A               STATUS:
  CORR. APPR..FINAL E.I.S.        N/A
  FIELD SURVEY:                (::)CMPL  5-17-82
  PRE-DESIGN/DRAFT E.I.S.         N/A
  DESIGN APPR..FINAL E.I.S.       N/A
  R-W DESCRIPT:                (::)N/A
  R/W ACQUISITION:             (::)N/A .
  PSE DOCUMENTATION:              [illegible]
  STOP-DATE:                      01OCT82

ESTIMATES:
  PRE. ENGR:        10,000
  R/W:                              WORK: SIGNAL
  CONST:            78,000

PROGRAMMING:                                EST. COMPL. DATE: 01NOV82
  YEAR PAST:                                         CONTROL:
  CURRENT PROG:                               LETTING DATE: ~~18NOV82~~
  FUNDING      :OTHERS                                      OCT

HISTORY:
[illegible] 20OCT82
[illegible] 18NOV82
```

Plans ready for
Buds sign. but may
not sign with bicycle detectors
included - City wants them, Bud
does not.

Bud George has
signed plans. Will be to
Specification Unit today or Monday.
Sullivan will ready for two week
ad. & Oct 28 Bid Opening

OREGON STATE HIGHWAY DIVISION
Region III-Roseburg

R.E.: E. Jones
Page 1

PROJECT STATUS RECORD

PROJECT NAME: McKenzie Hwy. @ 58th Street (NAME) (PROJECT NO.)

PROJECT SECTION: (Intersection or Limits)

REQUESTING AGENCY: City of Springfield (City/County/Region/District)

FUNDING: City

PREFIX: 20-1419 (survey)

CHRONOLOGICAL STATUS RECORD:

NOTED
W. E. SCHWARTZ

DATE	ITEM
9/24/81	City requested that state start project for signals.
9/28/81	RE sent Region City's request for project.
10/6/81	Region sent City's request for project to TRA.
11/9/81	Region sent City Con-Fin Agr. 7587 for review, signature, city resolution and return.
11/10/81	D. Jones informed City that agreement was mailed out yesterday for signature and E. Jones is project manager.
12/16/81	Region acknowledged receipt of Con-Fin Agr. 7587 and city resolution from City and forwarded to PM.
12/16/81	Region sent PM Authority for Survey, Location Prospectus and project request to PM for approval.
12/29/81	PM sent Coulter Con-Fin Agr. 7587 for review, signature and forwarding to Com. Services.
12/30/81	PM sent Coulter project request for approval.
1/20/82	Region received fully executed copy of Con-Fin Agr. 7587.
2/3/82	Region received approved copy of Location Prospectus.
2/16/82	Region acknowledged receipt of letter from City concerning the city's recommendations for proposed signal.
2/22/82	Region received approved Authority for Survey.
5/14/82	Region sent LOC location data for project.
7/1/82	Region sent TRA signal plan for preparation of final design.
7/22/82	Region sent TRA signal fire pre-empt warrants.

RECEIVED
STATE HWY ENGR
OCT 1 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

COPY OF STATUS REPORT SENT TO FHWA ________ (DATE)

6

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE
1-21-82

PREFIX

1 - IDENTIFICATION

PROJECT NAME: McKenzie Highway at 58th Street (Springfield)

HIGHWAY NAME: McKenzie

HIGHWAY NUMBER: 15

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
III	5	Lane	Springfield

LENGTH

MILEPOST NUMBER: 6.5 TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Springfield

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER By Applicant

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Proposed project is for installation of fully actuated traffic signals at the subject intersection.

Consideration should be given to interconnect this signal to the existing signal at the McKenzie Hwy - Eugene/Springfield Hwy Intersection.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 19,500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): Posted 40 E.B. 45 W.B

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 1-21-82

KEH
6

FORM [illegible]

3 - FEATURES	EXIST NUMBER AND WIDTH	R 'OSED NUMBER AND WIDTH
TRAVEL LANES	4-12' E & W, 1-12' N & S, 1-11' N,1-15' S	Same
SHOULDERS	2-9' E & W, None N & S	"
MEDIANS	1-16' E & W, 1-12' N, None S.	"
PARKING LANES	No	"
SIDEWALKS	4-7' E & W, 2-7' N and 2-5' S	"
BIKEWAYS	None marked E & W, 2-4' N and 2-5' S	"
INTERCHANGES	No	"
OTHER:	1-12' Lt. turn S, 1-13' Rt. turn S.	"

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☐	☒	At Grade	☐	☒	☐
Illumination	☐	☐	☒	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

FORM [illegible]

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, Telephone, TV, Water, Sewer, E etc.

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT–OF–WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY	3	1
PRELIMINARY DESIGN		—
DESIGN APPROVAL/FINAL EIS		—
RIGHT OF-WAY DESCRIPTIONS		—
RIGHT OF-WAY ACQUISITION		—
PS & E DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

FORM [illegible]

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

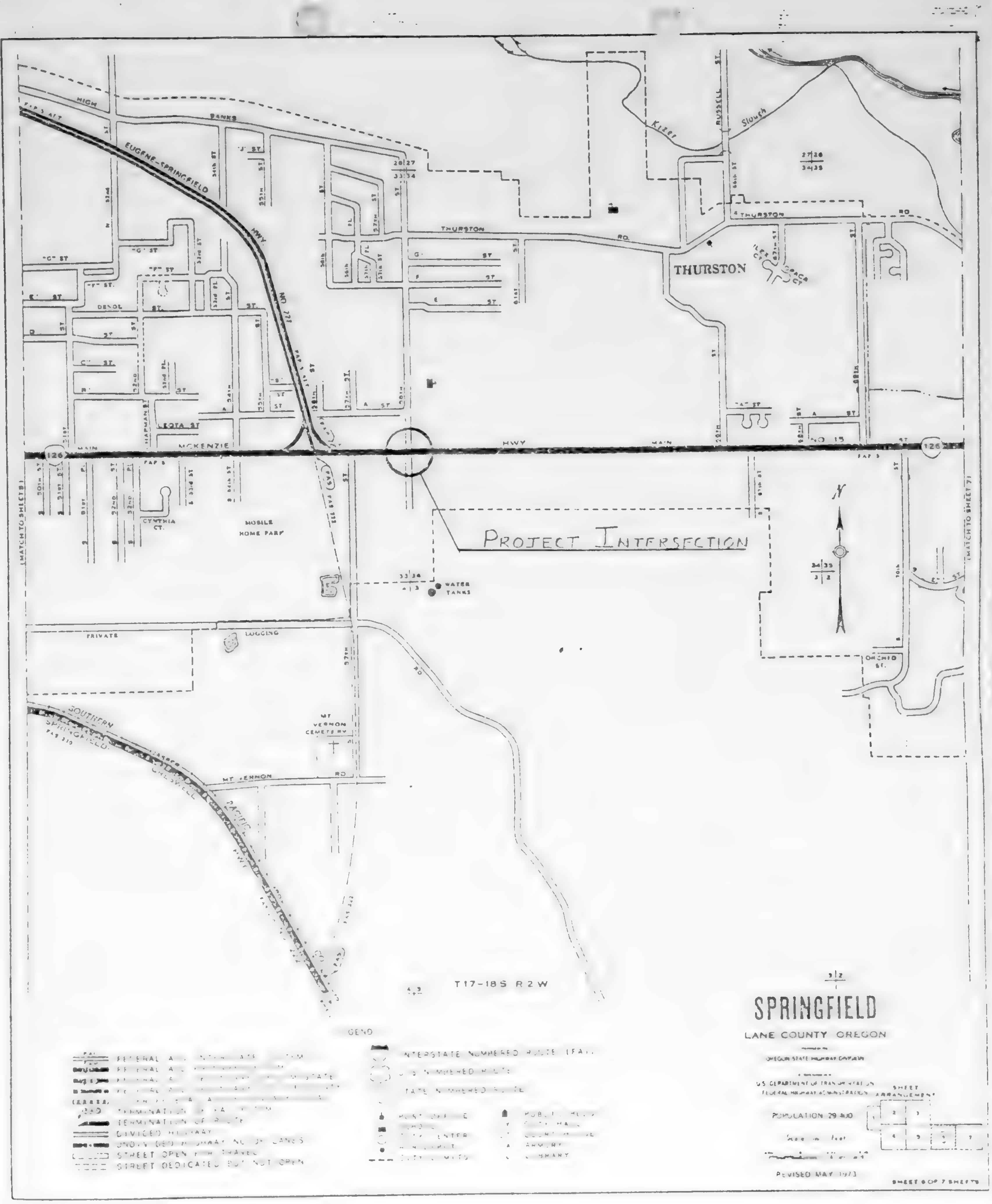
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	5000	10,200
RIGHT OF WAY		
TRAFFIC CONTROL	62,500	62 500
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Temp. protection & Direction		3300
ENGINEERING & CONTINGENCIES	12,500	12 500
PROJECT TOTAL	80,000	$ 88.500

SUBMITTED BY ____________________


PROJECT INTERSECTION
THURSTON
HIGH BANKS
EUGENE-SPRINGFIELD HWY
NO 227
THURSTON RD
MCKENZIE HWY
MAIN
126
MOBILE HOME PARK
CYNTHIA CT.
WATER TANKS
PRIVATE
LOGGING
MT VERNON CEMETERY
MT VERNON RD
SOUTHERN PACIFIC
SPRINGFIELD
RUSSELL ST
Kizer Slough
ORCHID ST.
(MATCH TO SHEET 5)
(MATCH TO SHEET 7)
N
T17-18S R2W
SPRINGFIELD
LANE COUNTY OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
POPULATION 29,400
Scale in Feet
REVISED MAY 1973
SHEET ARRANGEMENT
SHEET 6 OF 7 SHEETS
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY

GENERAL FILES

January 15, 1982

City of Springfield
City Hall
Springfield, OR 97477

AGR $

Attention: Ed Todd
Finance Director

MISC. CONTRACTS and
AGREEMENTS No. 7587

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a construction-finance agreement for installation of traffic signals on the McKenzie Highway (Main Street) at 58th Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (conf. agree. att.)

TO: Oregon Transportation Commission

1-7-82

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
51446	Martin, Herman & Valdie L.	$ 25,000.00
51448	Bloom, Richard R. & Rosalie L.	40,297.00
51472	Price, Delmar E. & Evelyn M.	76,150.00
51476	Sanders, Charley E. & Frieda M.	9,725.00
51801	Cooper, Fredrick C & Joy W.	1,025.00
52039	Hallmeyer, Howard E. et al	3,250.00
52040	Hallmeyer, Howard E. et al	310.00
52262	Hull, Helen N.	100.00
52435	Fred Meyer Real Estate Properties, Ltd.	Gratis
	9 Transactions	$ 155,857.00

(2) Agreement with City of Springfield for the installation of traffic signals on the McKenzie Highway at 58th Street. The State will perform the preliminary and construction engineering at no expense to City. The City will pay all costs of the contract work and accepts all responsibility for electrical energy consumed. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 11 day of January, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 1/7/82

11

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 30, 1981

TO: H.S. Coulter, P.E.
State Highway Engineer

D E Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Request
McKenzie Hwy. at 58th St. (Springfield)
McKenzie Highway
Lane County

Herewith for your approval is a project request for traffic signal installation at the intersection of the McKenzie Highway and 58th Street in Springfield. Our agreement with the City of Springfield calls for the City to pay 100% of the construction cost and the State to furnish and pay for all preliminary and construction engineering.

This proposal was discussed with you earlier this year and had your verbal approval. Your approval is recommended.

KO:bkc

ok /R

orig. to Swan
cy Shirley
files
1/4/82

RECEIVED
STATE HWY ENGR
DEC 31 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

REGON STATE HIGHWAY DIVISI
PROJECT REQUEST

A. IDENTIFICATION:

Date: 10 December 81

Proposed Section: McKenzie Hwy at 58th Street (Springfield)
Region: III
Highway: Pacific
St. Hwy. No. 15 M.P. 6.5 to M.P. ____ Length: ____
County(s): Lane
(Attach Sketch Map)
Recommended Construction Date: ____
Proposed 6 YP ____
Method of Doing Work: Contract XX St. Force ____ Other ____

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: ____

FAI ☐, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☒ By Applicant

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year 1980)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	5	82	9	7	(None)		19,500			
Proposed Facility:	(No changes proposed)									

D. DEFINE THE PROBLEM: Subject intersection meets the warrants for minimum vehicular volume and interruption of continuous traffic.

E. PROPOSED SOLUTION: Install traffic signal to improve flow and safety for both vehicles and pedestrians.

F. REASON FOR REQUEST AT THIS TIME: Requested by City of Springfield.

G. COST ESTIMATE

Roadway Work	$ -0-
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	-0-
Structures	-0-
Other (Define) Traffic Signal	75,000.00
Preliminary Engineering (By Whom) State	9,200.00
TOTAL	$ 84,200.00

H. REQUESTED BY: ____
Region Engineer or Section Head

Approval/Disapproval ____ 12/31/81
State Highway Engineer Date

~~Approval/Disapproval~~ ____
~~Asst. Director for Operations~~ ~~Date~~

Remarks & Action Taken:

Oregon Transportation Commission

Approval Date ____

Form 734-1386 (3-78)

9 [illegible] (MHS0001) Acct 2/2

Form [illegible] 8M--5-60

EGON STATE HIGHWAY DEPARTME

AUTHORITY FOR SURVEY

Section McKenzie Hwy at 58th Street (Springfield)

Date 10 December, 1981

Highway McKenzie #15

Authorization No. 1

County Lane #20

Survey Prefix 20-1419 (Assigned by Salem office)

Description of termini, route, length, etc.:

At the intersection of McKenzie Hwy. and 58th Street in the City of Springfield. Mile Point 6.5 on the McKenzie Highway.

Purpose of survey: To prepare plans, specifications and estimates for installation of a fully actuated traffic signal.

Estimate of Cost:

Project Manager	(901)	$2,500
Final Design	(905)	2,000
Soils & Geology	(910)	200
Traffic	(911)	3,000
Utility Liaison	(914)	300
Project Management	(920)	0
Specifications	(921)	2,200
Environmental	(923)	0

STATE

Approved by Hwy Eng'r 12-31-81 75,000 PE for Signal by City

Total estimated cost of survey	$10,200
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JAN 12 1982
LOCATION SECTION

Requests made by:
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Construction Engineer

Approved:
State Highway Engineer

State Printing 27925

1982 Coquille & Myrtle Pt. Slide 9567
Correction Sec. of Coos Bay-Roseburg
Hwy. (Grading & Paving).

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 888

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 11-14-83	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-14(16)
COMPLETION DATE 1-19-83	ACCEPTANCE DATE BY CONTRACT AGENCY 5-17-83	TIME ELAPSED 49 %	CONTRACT TIME 90 C.D.
APPROVED EXTENSIONS None	LOCATION SR 42, MP 11.3 (Coquille) and MP 21.1 (Myrtle Point		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COQUILLE AND MYRTLE POINT SLIDE CORRECTION

COOS BAY - ROSEBURG HIGHWAY

Grading & Paving

NOTED
W. E. SCHWARTZ

This project provided for slide removal and the construction of stone embankment, aggregate base, and asphalt concrete pavement at two locations. A contract in the amount of $81,190.65 was awarded Bracelin-Yea Excavating and Trucking, Inc., Coos Bay on 11-4-82. Work began on 11-16-82 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 1-18-83 at a final cost of $138,700.85 which includes $99,205.92 for bid item work, $18,770.13 for approved changes, $2,926.13 for State Force work and $17,800.00 for construction engineering.

Project records indicate that all materials incorporated into the work were tested or accepted based on certification in accordance with established procedure and found to meet specification requirements. A statement satisfactorly explaining all major significant overruns and underruns is attached to the Division Office copy of this report.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE	
TITLE Area Engineer	DATE 11/14/83	TITLE Field Operations Engineer	DATE 11/16/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: August 12, 1983

FROM: Gary A. Potter, Manager ORIGINAL SIGNED BY GARY A. POTTER
Program Section

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
[illegible] 1 '83
REFER TO
FOR
File
Act
Sign
C.R
R/D
Inves
Info

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

PROJECT HISTORY - SLIDES

SECTION Coquille & Myrtle Point Slide

HIGHWAY Coos Bay - Roseburg

COUNTY Coos

1. OCCURRENCE: DATE Winter 81-82
2. PROSPECTUS: DATE Blank RECEIVED unknown LOC. APPROVED 5-20-82
3. O.T.C. APPROVED: 5-20-82
4. PE PROGRAMMED: DATE State AUTH. –
5. ROW NEED NOTED: 3-25-82
6. REQUESTED BY ROW SECTION: 8-12-82
7. ROW PROGRAMMED: DATE 10-7-82 AUTH. [illegible] 82
8. PS&E: REQUESTED 10-19-82 APPROVED: 10-[illegible]-82
9. LETTING DATE: 11-4-82
10. ROW EXCEPTION REQUESTED @ PS&E: YES ____ NO ✓

GC:pf:8-5-83

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6 72

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Coos

Project Number F-14(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 10, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 122,810.00	$ 141,785.00
Federal funds	$ 108,293.00	$ 124,983.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 6, 1983

Federal-Aid Project No. F-14(16)

Coquille & Myrtle Point Slides
Coos Bay-Roseburg Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y007
Slide Removal (2 Locations)

Subtotal of previous estimate of April 19, 1983			$ 106,791.60
Additional Items			
Royalty on Stone Embankment (P.A. #3)	All Required		$ 16,500.00
		Increase	$ 16,500.00
		Subtotal	123,291.60
		Engineering	18,493.40
		Total	$ 141,785.00
Length of Roadway			0.0 mi.

Federal Funds	$ 124,983.00
State Funds	16,802.00
Total	$ 141,785.00

Group 1 99%; Group 8 1%
Contract No. 9567
Prefix: 6-1472
Prefix: 6-1081

TO BE COMPLETED BY FHWA	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate Oregon
MONTHLY TRANSACTION NUMBER		County Coos
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-14(16)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 10, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 113,000.00	$ 122,810.00
Federal funds	$ 99,600.00	$ 108,293.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of April, 19 83

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 19, 1983

Federal-Aid Project
No. F-14(16)

Coquille & Myrtle Point Slides
Coos Bay-Roseburg Highway
Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y007
Slide Removal (2 locations)

Subtotal of previous estimate of December 6, 1982 — $ 81,290.65

Previous Estimate

Stone Embankment	5,006 Cu. Yd.	5.45	$ 27,282.70
1"-0 Aggregate Base	735 Ton	9.95	7,213.75
Class "B" Asphalt	230 Ton	41.30	9,499.00
			$ 43,995.45

Revised Estimate

Stone Embankment	7,820 Cu. Yd.	5.45	$ 42,619.00
1"-0 Aggregate Base	912 Ton	9.95	9,074.40
Class "B" Asphalt	310 Ton	41.30	12,803.00
Remove & Replace Striping Install Markers (S.F.O. #1)		All Required	5,000.00
			$ 69,496.40
		Increase	$ 25,500.95
		Subtotal	$106,791.60
		Engineering	16,018.40
		Total	$122,810.00

Length of Roadway ------------ 0.0 mi.

Federal Funds ----------------	$ 108,293.00
State Funds ------------------	14,517.00
Total	$ 122,810.00

Group 1 99% Group 8 1%
Contract No. 9567
Prefix: 6-1472
Prefix: 6-1081

OMB No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State
Oregon
County
Coos
Project No
F-14(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Coquille & Myrtle Point Slides

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-20-82	[illegible].00
OTHER *(Specify)*		

FUNDS [illegible]

ESTIMATED TOTAL COST OF PROJECT
$ 113,000.00

FEDERAL FUNDS
$ [illegible],600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

By XXX For: I.S. Coultar, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form **PR-2** (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any [illegible] from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations or other commercial establishments for serving motor vehicle users to be constructed or located on the right-of-way [illegible] Interstate System. (c) The State highway agency will [illegible] Interstate Route on which the project is located, including [illegible] the written [illegible] Secretary of Transportation [illegible] officially designated representative [illegible]

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. [illegible] amended, [illegible] requirements, and [illegible] standards applicable [illegible] Federal [illegible]

Federal funds is created by this agreement; its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F and Volume [illegible], Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and [illegible] dates of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata [illegible] against funds apportioned to the State under [illegible] as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to the Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State [illegible] responsibility for the work to the Federal Highway Administration. For an Intra Regional Cooperative [illegible] responsibility for the work [illegible] lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control contained in the agreement between the State and [illegible] referred to in the paragraph on [illegible] without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic [illegible]

G-File

Oregon State Highway Division
Salem, Oregon December 6, 1982

Federal-Aid Project
No. F-14(16)

Coquille & Myrtle Point Slides
Coos Bay-Roseburg Highway
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Slide Removal (2 Locations)

Mobilization		All Required	$ 17,000.00
Temporary Protection & Direction of Traffic		All Required	1,000.00
Tempoary Signs	324 Sq. Ft.	4.50	1,458.00
Flagmen	700 Hr.	1.00	700.00
Embankment in Place	2,480 Cu. Yd.	2.00	4,960.00
Stone Embankment	5,006 Cu. Yd.	5.45	27,282.70
Trench Excavation	15 Cu. Yd.	10.00	150.00
1"-0 Aggregate Base	735 Ton	9.95	7,313.25
Class "B" Asphalt Concrete	230 Ton	41.30	9,499.00
8-inch Drain Pipe	220 Lin. Ft.	7.40	1,628.00
Filter Fabric	245 Sq. Yd.	1.50	367.50
Gravel in Drains	33 Cu. Yd.	15.00	495.00
Guard Rail, Type 1	250 Lin. Ft.	15.00	3,750.00
Type 1 Fence	120 Lin. Ft.	5.00	600.00
Concrete Curb	20 Cu. Yd.	160.00	3,200.00
Extra for Asphalt Walks	108 Sq. Yd.	5.90	637.20
Roadside Seeding and Mulching	1 Acre	1,150.00	1,150.00
			$ 81,190.65

Anticipated Items

Tempoary Erosion Control	All Required	$ 100.00
	SUBTOTAL	$ 81,290.65
	Engineering	11,709.35
	TOTAL	$ 93,000.00

Length of Roadway ------------ 0.00 mi.

Work Retained in Program

Slide Correction	All Required	$ 20,000.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 93,000.00	$ 81,970.00	$ 11,030.00
Reserve	20,000.00	17,630.00	2,370.00
TOTAL	$113,000.00	$ 99,600.00	$ 13,400.00

Group 1 99%; Group 8 1%
Contract No. 9567
Prefix: 6-1472
Prefix: 6-1081

1501

May 16, 1983

United Pacific Insurance Co. | CON 5
Bond Department | #9567
[illegible] No. C-4550
Federal Way, WA 98003

Gentlemen:

On May 27, 1983 we wrote to you concerning release of final payment on Contract No. [illegible] awarded to [illegible]-Yeager Excavating and Trucking, Inc. for work on the Coquille and Myrtle Point [illegible] Correction Project in Coos County.

Final payment on this contract is $7,[illegible]. The total contract amount is $[illegible] and no work was performed under force account.

Sincerely,

Robert [illegible] [illegible]sen
[illegible]

ts

cc: [illegible]-Yeager Excavating and Trucking, Inc.
[illegible] Ocean Boulevard
[illegible] 97420

bc: [illegible] Measey
Walt Hart
James [illegible]

7567

DATE: May 6, 1983

TO: Oregon Transportation Commission

CON

FROM: [illegible] E. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Coquille & Myrtle Point Slide Correction Section
Coos Bay-Roseburg Highway, Coos County
Contract No. 9567

This Federal-aid Primary project was substantially completed on January [illegible], and it is apparent that the final cost will exceed the project authorization by $25,000 or [illegible] percent.

Additional quantities of rock embankment material were required to complete the contract work because the slide at Myrtle Point was active during the construction period. This required extra material and added more than $[illegible] to the cost of the project.

Another item of additional cost was also related to the stone embankment material. The [illegible] quarry was made available to the contractor for use on the project. The contractor did elect to use the state-furnished source and, in fact, [illegible] some suitable material there, but quantities were insufficient and it became necessary for the contractor to go elsewhere for material to complete the project. The material used came from a private source and the contractor was required to pay royalty, quarry development and other unanticipated costs related to the change of material source. Compensation for these extra costs added more than $[illegible] to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $25,000 to a new total of $[illegible]. This matter will be on the consent calendar for the May 27 meeting.

HP:mk sc

cc Fred D. Miller
R. W. Gormsen
C. T. Keasey
W. E. Skoog
Jim Gix
George Bell

STATE OF OREGON **INTEROFFICE MEMO**
Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: April 29, 1983

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

O. B. Jackmond

SUBJECT: Request for Increase in Project Authorization
Coquille & Myrtle Point Slide Correction Section
Coos Bay-Roseburg Highway, Coos County
Contract No. 9567

NOTED - H.S. COULTER

This federal-aid primary project was substantially completed on January 19, 1983, and it is apparent that the final cost will exceed the project authorization by $25,500.00 or 22.2 percent.

Additional quantities of rock embankment materials were required to complete the contract work because the slide at Myrtle Point was active during the construction period. This required extra material and added more than $15,000 to the cost of the project.

Another item of additional cost was also related to the stone embankment material. The McLeod quarry was made available to the contractor for use on the project. The contractor did elect to use the state-furnished source and did, in fact, obtain some suitable material there,but quantities were insufficient and it became necessary for the contractor to go elsewhere for material to complete the project. The material used came from a private source and the contractor was required to pay royalty, quarry development and other unanticipated costs related to the change of material source. Compensation for these extra costs added more than $16,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $25,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
F. D. Morrison
R. D. Church
D. E. Swan

81-125-1387

FORM 734-3000

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Coquille - Myrtle Point Slide Corrections	WEEK ENDING: February 19, 1983	
	SECTION PREFIX: 6-1081	
HIGHWAY: Coos Bay/Roseburg	COUNTY: Coos	
NAME OF JOB: Coquille-Myrtle Point	KIND OF WORK: Grading and Paving	
CONTRACTOR: Bracelin-Yeager	CONTRACT NUMBER: 9567	FEDERAL AID PROJECT NUMBER: F-14(16)
DATE OF CONTRACT: November 4, 1982	DATE WORK STARTED: November 16, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 39
PROJECT AUTHORIZATION: $114,964.89	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 43
EXCLUSIVE OF ENGINEERING: $103,848.73	ENGINEERING AUTHORIZATION: $9,116.16	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $122,975.92	this week: $647.09 ENGINEERING COST TO DATE: $~~15,000.00~~	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN [redacted] 18.4 %	PERCENT OF AUTHORIZATION: 164.5 %	DATE PROJECT WAS COMPLETED: January 19,1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,468	735			
TOTAL QUANTITIES CORRECTED TO DATE	10,524	892			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,524	892			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

No Work

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13		0		
MONDAY 14		0		
TUESDAY 15		0		
WEDNESDAY 16		0		Semi-Final submitted to Region
THURSDAY 17		0		
FRIDAY 18		0		
SATURDAY 19		0		

RECEIVED
CONSTRUCTION SECTION
SEO
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No Activity all week
MONDAY 14	
TUESDAY 15	
WEDNESDAY 16	Semi-final submitted to Region PA's #2 and #3 Pending. will be forwarded when completed.
THURSDAY 17	
FRIDAY 18	
SATURDAY 19	

REMARKS

This will be last weekly report

SIGNED Perry L. Nichols LOCATION Coquille
F.D. Morrison

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

Adam

RECEIVED
[illegible]
ROAD DESIGN SECTION

Do Not File
Return To
Action

CONSTRUCTION PROJECT MANAGER'S

NARRATIVE REPORT

Project: Coquille & Myrtle Point Slide Corrections
Highway: Coos Bay/Roseburg
County: Coos
Contractor: Bracelin-Yeager Excavating & Trucking

Contract No.: 9567
Prefix: 6-1081
F.A. No.: F-14(16)

The weather caused problems with the excavation & embankment at Myrtle Point. The contractor started digging out the muck from the slide in good weather. It soon started raining and they had to shut down there because the material was too soft to support construction equipment. Therefore, they moved to Coquille where there were only blackberries to be scraped away. Since no dirt needed to be moved here, the rain softened ground was no problem and installation of the stone embankment counterbalance went as planned.Shortly after the shutdown of McLeod Quarry because of unsuitable material as a stone embankment source torrential rains caused the Myrtle Point slide to start moving again. This caused another lane to be closed to traffic and the lane soon slid out completely. Fortunately, the weather began clearing after the heavy rains, and the contractor was able to go back to work as soon as they found a suitable stone embankment source. The rain soaked soil at Myrtle Point was still a problem, however. The contractor was afraid that the slide would all come at once when he began digging. They overcame this possibility by digging a 10' widetrench at the toe of the slide down to the perf. pipe elevation. They only dug out 20 feet at a time and then laid their pipe and drain gravel and immediately backfilled with stone embankment. Once the toe was stabilized, they were able to finish excavating the material above it and build up the stone embankment. They were then able to work in all kinds of weather, since they could drive on the stone and stay of the mud. After this, there were no more major problems with constructing the stone embankment and the work went smoothly to the finish.

The proposed source for stone embankment on this job was the northerly face of McLeod Quarry at M.P. 16 of theCoos Bay/Roseburg highway. The Contractor started using the material that was already loose at the toe of this face while stripping the overburden at the top. The deeper they dug into the rock at the toe, the more clay became intermingled until finally, a shut down order had to be issued until they could find suitable stone embankment, since they still hadn't found any rock on top. Apparently, the rock making up the northerly face of the quarry sloped down sharply on the back side. After stripping off more than 15 feet of top soil and still finding no rock, the contractor decided he would have to look elsewhere. The first place they tried was the southeast corner of McLeod, but gave that up after one man with a D-8 spent most of a day without finding any suitable rock. Next, the contractor visually examined several prospective sources in the area and finally decided that Train's Quarry in Myrtle Point would work out best. The material from Train's Quarry proved to be well suited for use as stone embankment. However this greatly added to the contractor's cost to complete the job since a royalty now had to be paid to the quarry owner. It was decidedthat the State should assume most of the extra financial burden with P.A. #3.

All of the work at both slides was done behind the temporary guard rail erected by State maintenance forces before the contract was let, except for the final lift paving which extended all the way to centerline. The trucks were able to pull out of traffic in the lee of the guard rail and then back behind it to dump their loads. Therefore, little flagging was required.

Installing the 8" drain pipe as shown on the plans with the pipe laying directly on the filter fabric with no drain rock under it seems to be an effective desing, since the pipe has run water continuously since it was installed. However, it was impossible to install the round drain rock in a semicircle around the pipe as shown in the neat section. The contractor had to use considerably more drain rock to get the one foot minimum cover and considerably more filter fabric to go around it than was shown on the plans.

While heavy rains marked the beginning of this project, sunny, cool weather was prevalent at the end allowing a timely completion of the job. Freezing at night caused some delay with the concrete curbs, since they set up slowly. It delayed the paving a little since fear of freezing delayed pouring the curbs at Coquille. Once the curb was in place, however, the paving went smoothly and according to plans.

Mr. & Mrs. L.G. Mike Ray's driveway was to be paved under this contract as per the right-of-way agreement as compensation for using some of hteir land as the disposal site for slide material from the Myrtle Point Slide. Before this project, their driveway was in poor shape with many holes and soft spots. Also, it was sloped so water drained to their mobile home and sat in their yard. Therefore, it was necessary to shape and gravel their driveway and install a pipe before paving began. This was handledunder price agreement No. 1.

The seeding and mulching was modified in price agreement No. 2. since the most important area to be seeded was the mandatory disposal site which belonged to the Rays and which was going to be used for pasture land, the county extension agent's advice was asked for. He recommended both a different seed mixture and a different fertilizer mixture for pasture land in Coos County than that called for in the special provisions. His recommendations were followed in price agreement No. 2.

2-16-83
Date

Perry L. Nichol
Project Manager

Prepared by Jim Risley.

JR/ro

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Coquille and Myrtle Point Slide Corrections
Highway: Coos Bay/Roseburg
County: Coos

Contract No.: 9567
Prefix: 6-1081
F.A. No.: F-14(16)

Item No.	Item	Unit	Original	Semifinal	±%

SUMMARY

Item	Unit	Original	Semifinal	±%
Bid Items	$	81,190.65	99,205.92	+22
Anticipated Items	$	20,100.00	0.00	-100
Contingencies	$	4,558.08	5,620.00	+23
Engineering	$	9,116.16	16,500.00	+81
Total	$	114,964.89	121,325.92	+6

This tabulation does not include P.A. #2 for $1,650.00 and P.A. #3 for $16,500.00 which are not approved as of this date. Assuming that they are approved at current estimated costs the total project costs will be $139,475.92 or 21% overrun.

All substantial changes were evaluated and only those listed below meaningfully affected the total project costs.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	±%
B.I. 6	Stone Embankment	Cu. Yd.	5006	7820.75	+56

The Myrtle Point slide slid out some more and the material in the slide area was so saturated with water that more of this material had to be removed than was anticipated. Therefore, it took more stone embankment to fill the hole.

Item No.	Item	Unit	Original	Semifinal	±%
B.I. 8	1"-0 Aggregate Base	Ton	735	912.30	+24

Extra base rock was needed when the second lane slid out at Myrtle Point while the job was under construction. Also, 95 tons of base rock was placed in a driveway as part of R/W negotiations.

Item No.	Item	Unit	Original	Semifinal	±%
B.I. 9	Class "B" Asphalt Concrete	Ton	230	310.70	+35

More A.C. was needed when the second lane slid out at Myrtle Point and 62 tons were placed in the driveway.

Item No.	Item	Unit	Original	Semifinal	±%
B.I. 13	Guard Rail, Type 1	Lin. Ft.	250	150	-40

The contractor was able to work around the existing guard rail without having to remove any more. Therfore, only what was missing in the existing run had to be replaced.

Scott - You are aware of the number of slides which occurred in Reg. 3 last winter, as is Brown. These two small slides were assigned the lowest priority because of their size, the fact they were in reduced speed zones, because there was plenty of room to detour around them, they were easy to sign to provide safety, etc. Brown also knew this. Field work was done by early summer. I know they had difficulty acquiring R/W for the correction. Now the jobs are nearly done, all except paving. Brown knew the status of the work when he wrote the letter. I consider the letter to be sour grapes and not deserving of an answer. I was inclined to call him and chew him out but did not. This type of letter may typify an attitude we can expect to see in Brown from now on.

NOTED
H. S. COULTER

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 2, 1982

FROM: B. E. Brown
District Maintenance Supervisor

NOTED
H. S. COULTER

SUBJECT: Coquille-Myrtle Point Slides

I would like to express my concern at the procedures and processes in the letting to contract of the Coquille and Myrtle Point slide sections.

Both of these sections slid last winter and took one lane of Highway 42 out of service at each location. The slide at Myrtle Point left a vertical face of some 15' to 20' adjacent to the pavement edge. I was advised that these slides were to be repaired by contract last summer and Maintenance was not to be involved in the reconstruction.

You personally looked at these slides on March 11 and made the decision that they should be repaired by contract. These projects were finally let on November 4, 1982 in a climate where 50" to 60" of rain can be expected starting in October.

In one of our earlier conversations, I suggested to you that my personal pride in our organization was certainly less than it has been in the past. I now suggest to you that when our Division takes 8 months to get an $80,000 contract to bid, when the travel lanes are out of service, then our Division is not doing what should be expected of it.

For your information, another lane collapsed at Myrtle Point yesterday, putting the facility down two lanes and closing. Needless to say, several of our local citizens have also questioned our ability to respond by contract to emergency situations.

BEB/lm

cc: Alfred Shirley, Jr.

1-13
Pat,
what [illegible]?
HSC

No response required

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 3 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(16)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Coos
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30001
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/1/82
8. FEDERAL ROUTE NUMBER Primary 14
9. STATE ROUTE NUMBER Primary 35
10. GENERAL LOCATION: Coquille and Myrtle Point Slide Section
11. GENERAL DESCRIPTION OF WORK: Remove and replace striping and furnish and install traffic safety markers.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ X FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/1/82 as requested in Mr. Keasey's letter of 1/13/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $5,000 Federal Funds $4,407.

RECEIVED
STATE HWY ENGR
JAN 19 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
1/20

14. DATE 1/17/83
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 5

DATE: November 22, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
F-14(16)

Contract 1567 , Work Started November 15, 1982

Project Coquille - Myrtle Point Slide Correction

Highway Coos Bay-Roseburg

County Coos

RDC:rk

cc: R. D. Church

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 11-[illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION 11-4-82 **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Coos Project No. E-14(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 42, Myrtle Point

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	10-12-82	0.057
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,500.00	$ 6,613.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By __________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator __________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the Interstate System. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost; For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon November 1, 1982

Federal-Aid Project
No. F-14(15)

Myrtle Point Slide Correction Section
Coos Bay-Roseburg Highway
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code
Right-of-Way (Sta. 39+50 to Sta. 42+90)

Right-of-Way	All Required	$7,000.00
	SUBTOTAL	$7,000.00
	Acquisition Expense	500.00
	TOTAL	$7,500.00

Length of Project ----------- 0.057 mi.

Federal Funds ---------------	$6,613.00
State Funds -----------------	887.00
TOTAL	$7,500.00

Group 1 100%
Prefix: 6-2518

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 19

FILE October 25, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
November 4, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened November 4, 1982 on the following projects:

1. Coquille and Myrtle Point Slide Correction
   Coos Bay-Roseburg Highway, Coos County
   Grading

   Variable width pavement with curbs. A five-foot sidewalk will be constructed on the Coquille Section.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 18, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 30001
Project No. F-14(16)
Coquille & Myrtle Point Slide Correction Sections
Coos County

Attached support data consists of PR-1 form and project map for subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on November 4, 1982 with a 2 week advertising period.

JLG:bks
Attachments
cc: Alfred Shirley, Jr. (Region 3)
General Files

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-21-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(16)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30001

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 1 '82
REFER TO Mehring
FOR

Original at [illegible]
11/2

7. DATE AUTHORIZATION EFFECTIVE 10/20/82

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Coquille and Myrtle Point Slide Corrections

11. GENERAL DESCRIPTION OF WORK
slide correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
  Temporary Erosion Control $100

13. REMARKS

As requested by Mr. Swan's letter of 10/19/82 I concur that is is in the public interest to advertise the subject project for a two week period because of anticipated adverse weather and the nature of the slide correction.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/19/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $119,560 Federal Funds $105,329.

A signed copy of the Title Sheet is returned herewith.

The provisions of Mr. Rod Henry's certification of 10/19/82 and Mr. Swan's letter of 10/20/82 must be complied with before your request for concurrence in award.

14. DATE 10/20/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-72) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(15)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. [illegible]

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/12/82

8. FEDERAL ROUTE NUMBER Primary 14

9. STATE ROUTE NUMBER Primary 35

10. GENERAL LOCATION:
Myrtle Point Slide Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/7/82 you are authorized to proceed with all phases of right of way acquisition for file #52951 as shown on R/W map 8B-18-13 at a TEC of $7,500 Federal Funds $6,613.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 18 '82
REFER TO
Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10/18
orig

14. DATE 10/12/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

Date: October 7, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 30001
Project No. F-14(15)
Myrtle Point Slide Section
Coos County

Enclosed is data consisting of PR-1 forms, project maps, and right-of-way map 8B-18-13 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $7,500 with an obligation of $6,613 in Federal funds. The area to be acquired is as outlined in red on the enclosed right-of-way map. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:bks
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

757

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 7, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30001	F-14(15)	Myrtle Point Slide PNRS OR 82-827-037-2

CL:bks
Enc.

cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Coos

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Coquille & Myrtle Point Slides

DATE: September 22, 1982

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

8-25-82
BEN GIFFORD

Attachment

cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(3)Engr.: A. Shirley
Dis.(7)Engr.: B.E. Brown

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820827-037-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

RECEIVED
STATE HWY ENGR
SEP 24 '82
REFER TO
FOR
Info Sign Act File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 5/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

[illegible] LANDS DIVISION
SEP 02 1982

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
AUG 30 1982
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 820827-037-2

Return Date: SEP 17 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands

By

PNRS #2

Phone Number 8-3059

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

SEP 23 1982

PNRS STATE REVIEW

Project #: OR 820827-037-2 Return Date: SEP 17 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish + Wildlife

By Tony Faast
Environmental Mgmt. 9-20-82
Phone Number 229-5679

PNRS #2

PNRS State Review

OR 820827-037-2

The ODFW does not object to the Coquille and Myrtle Point slide project in Coos County providing the following stipulations are observed during construction:

1) Equipment operating in the actively flowing stream is confined to the period June 15 to September 15.

2) Adequate measures are taken to minimize turbidities which could result from construction.

3) Silt catch basins and adequate settling ponds established to avoid water quality degradation.

4) Culverts placed to conform with existing stream gradient.

5) Pollutants of any type kept out of the waterway.

6) Disturbed soils are quickly revegetated.

7) All project debris removed from the stream.

8) Please coordinate the planning and implementation of this project with the district biologists.

Please contact: Bill Mullarkey
ODFW District Biologist
Bay Park 300 5th St.
Coos Bay, OR 97420

269-1200

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-14(-)
Coquille and Myrtle Point Slide Correction
Coos County

Date: September 3, 1982

From: Division Administrator

Reply to
Attn of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer

Mr. Adams' letter dated August 30, 1982 requesting concurrence in a public interest finding on the Myrtle Point Slide for a mandatory disposal area on private property has been reviewed. For the reasons given, I concur in this request.

B. K. Hossner
for Dale E. Wilken

cc: OSHD (Versteeg)

RECEIVED
STATE HWY ENGR
SEP 6 '82
REFER TO
FOR
Info Inves R/D D R Sign Act File

RECEIVED
TECHNICAL SERVICES
SEP 8 '82
REFER TO
FOR
Info Inves R/O D R Sign Act File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 30, 1982

In Reply Refer to
File No.:

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97310

Coquille & Myrtle Point Slide Correction
Coos Bay-Roseburg Highway
Coos County

On the Myrtle Point Slide Project we propose a mandatory disposal area on private property directly west of the slide area. This is being done at the owners request and will be handled by temporary easement. It is believed to be in the public interest to do so and we ask that you concur.

The following reasons are given to support this decision:

1. This is an urban section of roadway and there are no other areas within a reasonable haul.
2. The material will give additional support to the base of our slide repair.

J. H. Versteeg
Road Design Engineer

By

D. R. Adams

Donald R. Adams, P.E.
Final Design Engineer

DNS:rw

cc: E. S. Hunter
A. E. Shirley, Jr.
D. E. Swan
Jack Sullivan
D. N. Stoudenmeyer

RECEIVED
TECHNICAL SERVICES

REFER TO

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.

PRO

Date: August 25, 1982

To: Executive Department
Federal-Aid Coordination Unit

Coos-Curry Council of
Governments
P.O. Box 647
1975 McPherson St. North
North Bend, OR 97459

From: for JL Gaither
D.E. Swan, P.E.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 7
Section: Coquille & Myrtle Point Slides
Highway: Coos Bay-Roseburg Hwy. OR-42
County: Coos

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be September 27, 1982.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 3 Engr.: A. Shirley
Dis. 7 Engr.: B.E. Brown
Aeronautics Division
David Powers, Parks
B.L. Gifford

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation
46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D.E. Swan
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6565

01 12] PROJECT TITLE [71: Coquille & Myrtle Point Slides

11 12] PROJECT LOCATION—CITY: Coos Bay-Roseburg Highway OR-42
PROJECT LOCATION—COUNTY: Coos
PROJECT LOCATION [79 SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] The purpose ot this project is to repair two embankment slides on the Coos Bay- [71

07 12] Roseburg Highway caused by sever storms during the past winter. Total length [71

08 12] of both slides is 0.10 miles. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
184,300	-----	24,700	-----	-----	209,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME 45: U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT GRANT	SUPPLT GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) **HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?** Yes ☒ 29 No ☐ 30 Date: Aug. 25, 1982

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) **ESTIMATED APPLICATION FILING DATE:** 41] MONTH 42: Sept. 43] DAY 44: 27 45] YEAR [46: 1982

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Aug. 25, 1982

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%	$	%	$	$
Second Year	%	$	%	$	$
Third Year	%	$	%	$	$

d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

F-14(-)

A. Project Identification:

Date ____________

Section Coquille & Myrtle Pt. Slide Correction

City Coquille/Myrtle

Hwy. No. 0035

Highway Coos Bay-Roseburg

Begin M.P.11.3&21.12

Length ____________

County Coos

Program Estimate $209,000

Region 3

Funding Source FAP

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of this project is to repair two embankment slides on the Coos Bay-Roseburg Hihway caused by severe storms during the past winter. The first slide is in Coquille at M.P. 11.26 (9th St.). That slide caused the loss of a shoulder and one travel lane. The highway provides three travel lanes at this location. The second location is at M.P. 21.12 in Myrtle Point and also includes the loss of a shoulder and one travel lane. There are four travel lanes at this point. Total length of both slides is 0.10 miles. Approximately 5,500 cubic yards of rock material will be required for each slide repair.

C. Recommended Project Classification:

Project Class		Documentation
____	I	Draft and Final EIS
X	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation

- ___ Wetlands Finding/Analysis
- ___ Endangered Species List
- ___ Biologic Assessment
- ___ Cultural Resources Survey
- ___ Section 106 Procedures
- ___ Section 4(f) Evaluation
- ___ Noise Study Report
- ___ Indirect Source Construction Permit

Basis for Recommended Classification:

This project will not have a significant effect on the environment. It will require minimal right-of-way--not involving any structures and is designed to return the highway to its original condition prior to the slides.

D. Descriptions:

		Existing Facility	Proposed Facility
Number of Traffic Lanes	Coquille Myrtle Point	3 - 12 foot 4 - 11 foot	same
Median (Yes/No)	Myrtle Point	2 foot	same
Shoulders (Yes/No, Paved/Gravel)	Coquille Myrtle Point	2 - 4 feet 2 - 1 foot	same
Average Daily Traffic (Volume and Year)		Coquille: 15,000 Myrtle Pt.: 5,700	same
Alignment (New, Combined, Existing)		Existing	Existing
Speeds (Posted and Estimated)			

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts: Temporary construction easement approximately 50 feet wide

Acres Approx. 0.17 acre (7,500 sq. ft. approx.) purchased

Estimated Number of Parcels 1

Residential Displacements (No.) --

Business Displacements (No.) --

Describe:

A strip of land approximately 50 feet wide by 150 feet long will need to be acquired in the Myrtle Point slide area. This will be required in order to accommodate the toe of the new slope. Also, a temporary easement will be required for temporary stock piling of earth materials to be used in the project.

2. Estimated Impact on Land Use:

The project will repair damage to the highway caused by winter slides. It is not expected to have any impact on surroudning land use.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The highway will be returned to its original condition. There will be no impacts on traffic other than delays during construction.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

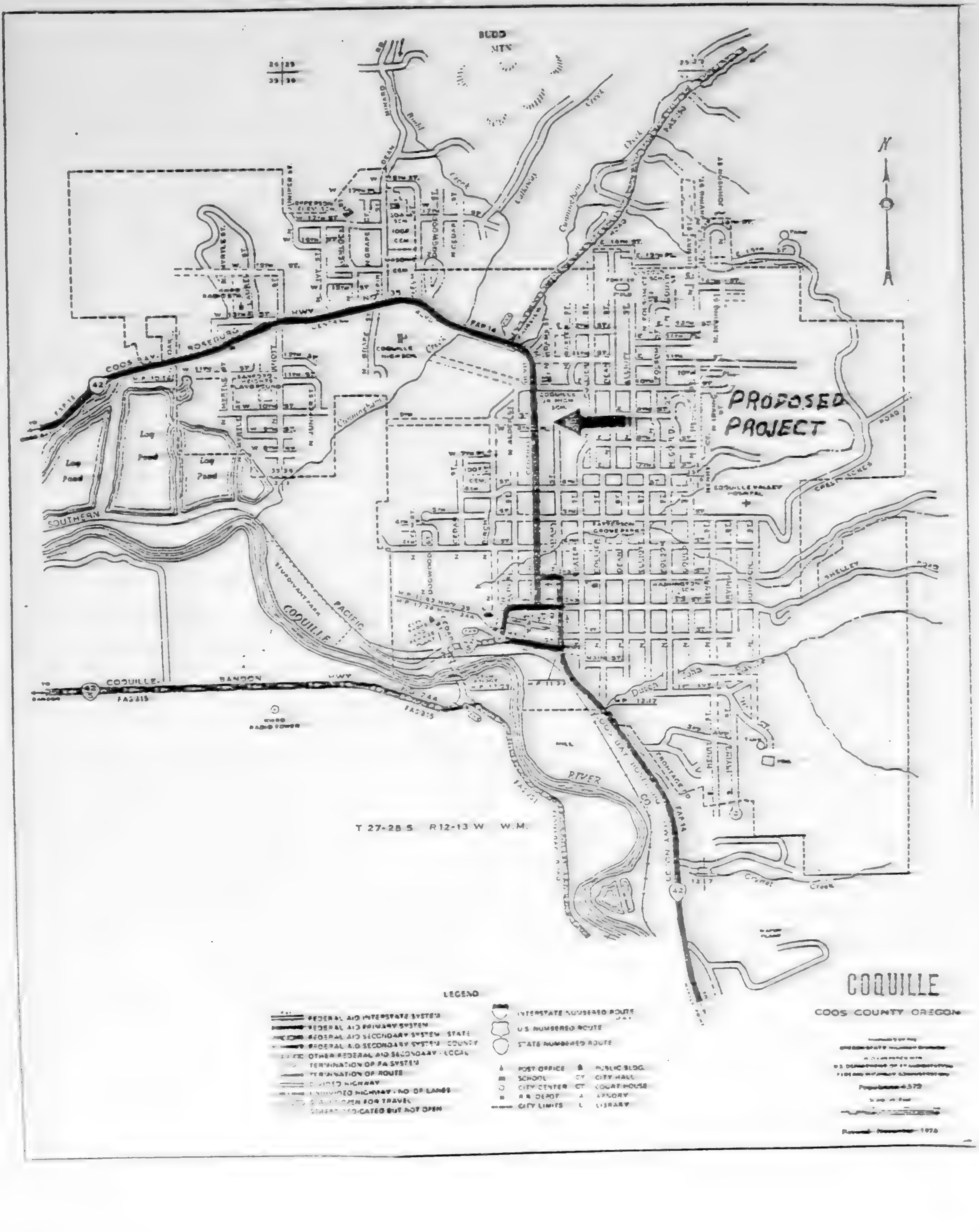
Will not affect any parks, historic properties, or other cultural and scenic resources.

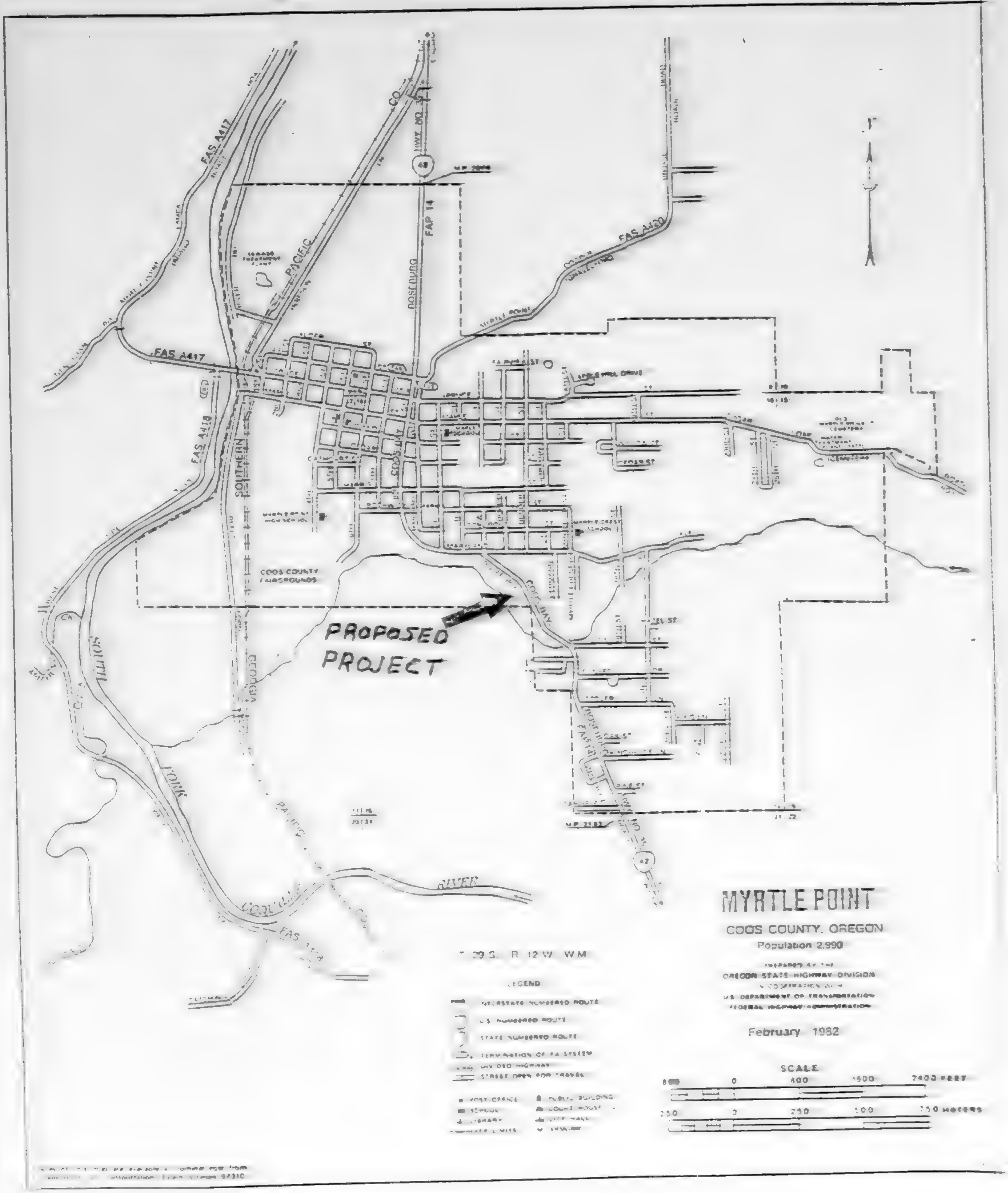
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: Mike Whittam (378-8486)

(Attach Project Location Map) (3-25-82)


PROPOSED PROJECT
BUDD MTN
N
COOS BAY - ROSEBURG HWY
FAP 16
COQUILLE HIGH SCH.
Log Pond
Log Pond
Log Pond
SOUTHERN PACIFIC
STURDIVANT PARK
COQUILLE RIVER
COQUILLE - BANDON HWY
FAS 815
FAS 244
COQUILLE VALLEY HOSPITAL
SHELLEY ROAD
COOS BAY ROSEBURG
T 27-28 S R 12-13 W W.M.
COQUILLE
COOS COUNTY OREGON
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG.
SCHOOL
CY CITY HALL
CITY CENTER
CT COURT HOUSE
R.R. DEPOT
A ARMORY
CITY LIMITS
L LIBRARY
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,373
1976


FAS A417
SOUTHERN
PACIFIC
CO.
HWY NO. 35
42
FAP 14
ROSEBURG
FAS A420
MYRTLE POINT
FAS A418
COOS COUNTY FAIRGROUNDS
PROPOSED PROJECT
GEORGIA
SOUTH
FORK
COQUILLE
RIVER
FAS 339
M.P. 21.83
T. 29 S. R. 12 W. W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF FA SYSTEM
STREET OPEN FOR TRAVEL
POST OFFICE
PUBLIC BUILDING
SCHOOL
COURT HOUSE
LIBRARY
CITY HALL
CITY LIMITS
SCALE
800
0
800
1600
2400 FEET
250
0
250
500
750 METERS

MYRTLE POINT

COOS COUNTY, OREGON

Population 2,990

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

February 1982

35

ROAD DESIGN SECTION 378-6558 RCW 3:1

J. B. Boyd, Manager
Right of Way Section

August 11, 1982

J. H. Versteeg
Road Design Engineer

Verstaeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout

RECEIVED
AUG 11 1982
ROAD DESIGN SECTION

Do not file
Return to
Bring up
Action

Files 52950 & 52951
Myrtle Point Slide Section
Coos Bay-Roseburg Highway
Coos County

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for November 18, 1982.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

35

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 16

TO: FILE

DATE: June 11, 1982

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Coquille Slide
Coos Bay-Roseburg Highway
Coos County

When the Geotechnical Engineers, Chassie of FHWA and Yarbrough and Johnsen of OSHD, inspected the subject slide on May 25, along with Wally Bryant, Jim Gix and Elliott Parker, a couple of drill holes were suggested to show primarily the depth of the soft foundation which seemed to be indicated by the considerable lateral spread of the slide as emergency repair was attempted.

It is suggested that standard penetration tests be made almost continuously in the first hole, one every three or four feet. Classification of these samples will show whether or not shelby tube samples can be obtained. Then, in the second hole, continuous (as far as possible) shelby tube samples should be taken to twenty-five feet depth or to a depth where standard penetration resistance is more than eight blows per foot, whichever is least.

It is suggested that all the shelby tubes be sent to the laboratory for extrusion and visual classification in the presence of the Soils Engineer who will help the lab to select samples for shear testing.

FET:FWY:ge

cc J. H. Versteeg
Jim Gix
Ron Chassie
Wally Bryant
Elliott Parker
Ed Johnsen

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1. IDENTIFICATION

PROJECT NAME: Coquille & Myrtle Point Slide Repairs

HIGHWAY NAME: Coos Bay-Roseburg

HIGHWAY NUMBER: 35

REGION 3	ADMINISTRATIVE DISTRICT 7	COUNTY Coos	CITY Coquille & Myrtle Point
LENGTH 0.1	MILEPOST NUMBER 11.26 ~~XX~~ & 21.12	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This proposed project is to repair 2 slide areas on subject highway. One slide is in Coquille at MP 11.26 and one slide is in Myrtle Point @ MP 21.12. The project will require excavation at the toe of the embankment failure and construction of a rock embankment and restoration of the travel way. Approximately one travel lane and shoulder were lost by the slides. Permits of entry or construction easements may be necessary.

2. TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 M.P. 11.26 (15,000) M.P. 21.12 (5700)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) N/A	DESIGN STANDARDS 3R	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

These are short embankment failures and are proposed to be restored to existing adjacent standards.

APPROVED

Location Engineer

Date 5/26/82

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	@ Coquille 3 @ 12' @ Myrtle Point 4 @ 11'	Same
SHOULDERS	Coquille 2 @ 4' Myrtle Point 2 @ 1'	"
MEDIANS	Myrtle Point 2'	"
PARKING LANES	——	——
SIDEWALKS	Coquille 1 @ 5' Myrtle Point 2 @ 5.5'	"
BIKEWAYS	——	"
INTERCHANGES	——	——
OTHER		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
[illegible]	☐	☒	☐
[illegible]	☐	☒	☐
[illegible]	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

[illegible]

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☒	☐	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		—
DRAFT ENVIRONMENTAL IMPACT STATEMENT		—
CORRIDOR APPROVAL		—
FIELD SURVEY		1
PRELIMINARY DESIGN		—
DESIGN APPROVAL FINAL EIS		—
RIGHT-OF-WAY DESCRIPTIONS		—
RIGHT-OF-WAY ACQUISITION		—
CONTRACT DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

[illegible]

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Coquille		
Base Rock	12"	
Asphaltic Concrete	5"	
Myrtle Point		
Base Rock	22"	
Asphaltic Concrete	3½"	
Surfacing matches "As Const." plans		

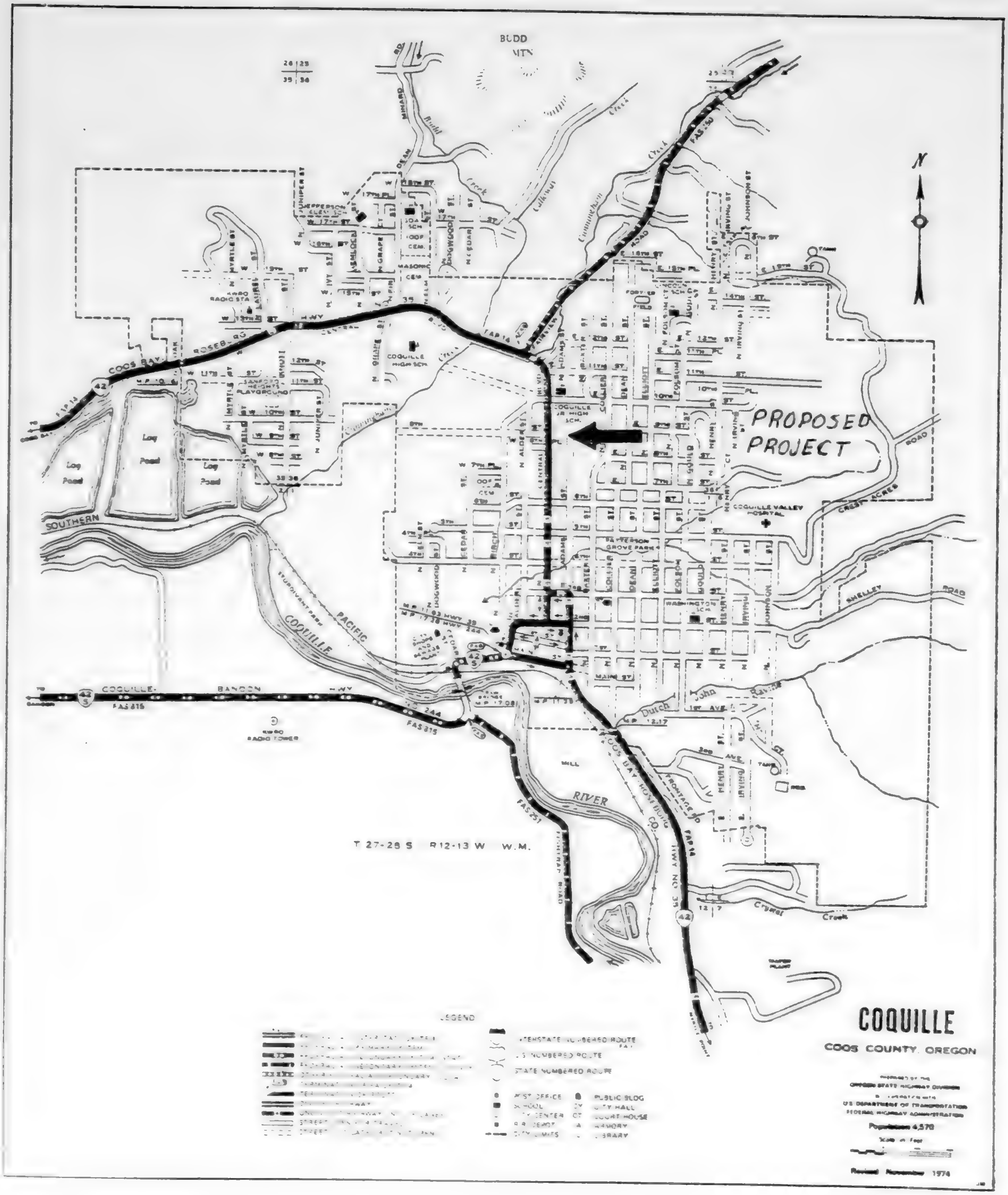
7 - TYPICAL SECTION AND LOCATION

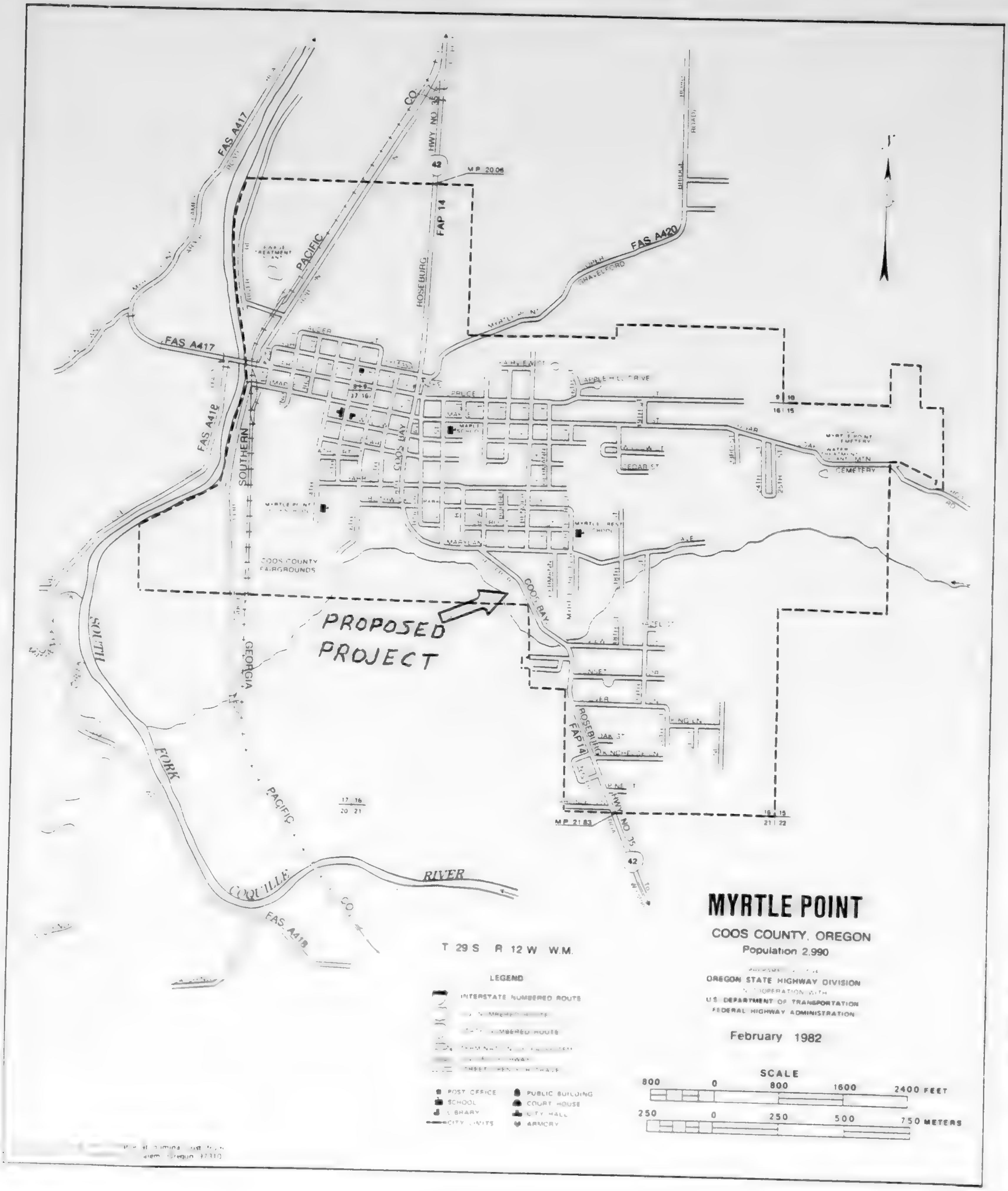
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	10.000
RIGHT OF WAY		
TRAFFIC CONTROL		39.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	133,000	133 .000
OTHER		
ENGINEERING & CONTINGENCIES 20%	27,000	27 000
PROJECT TOTAL	167,000	209 000

SUBMITTED BY ____________________


BUDD MTN
PROPOSED PROJECT
N
COOS BAY - ROSEBURG HWY
COQUILLE HIGH SCH.
COQUILLE JR HIGH SCH.
SANFORD HEIGHTS PLAYGROUND
KWRO RADIO STA
JEFFERSON ELEM SCH
MASONIC CEM
I.O.O.F. CEM
Log Pond
Log Pond
Log Pond
SOUTHERN PACIFIC
COQUILLE RIVER
COQUILLE - BANDON HWY
FAS 815
KWRO RADIO TOWER
PATTERSON GROVE PARK
WASHINGTON SCH
COQUILLE VALLEY HOSPITAL
CREST ACRES ROAD
SHELLEY ROAD
MAIN ST
1st AVE
Dutch John Ravine
COOS BAY ROSEBURG CO.
FRONTAGE RD
FAP 14
FAS 251
MILL
Cunningham Creek
Catching Creek
Cryswat Creek
T 27-28 S R 12-13 W W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
COQUILLE
COOS COUNTY, OREGON
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 4,570
Scale in Feet
Revised November 1974


FAS A417
PACIFIC
CO.
HWY NO. 35
42
MP 20.06
FAP 14
ROSEBURG
FAS A420
SHAVELFORD
MYRTLE POINT
FAS A417
FAS A418
SOUTHERN
COOS BAY
PRUCE
MAPLE
CEDAR ST
CEMETERY
MYRTLE POINT CEMETERY
COOS COUNTY FAIRGROUNDS
PROPOSED PROJECT
GEORGIA
PACIFIC
FORK
SOUTH
COQUILLE
RIVER
CO.
FAS A418
ROSEBURG
FAP 14
MP 21.83
HWY NO. 35
42
17 16
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T 29 S R 12 W W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
POST OFFICE
SCHOOL
LIBRARY
CITY LIMITS
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
SCALE
800 0 800 1600 2400 FEET
250 0 250 500 750 METERS

MYRTLE POINT

COOS COUNTY, OREGON
Population 2,990

OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

February 1982

DATE: May 6, 1982 ACC

TO: Oregon Transportation Commission

FROM: H.S. Coulter, P.E.
State Highway Engineer

SUBJECT: Finance Approval
Seven Slide Correction Projects in Region 3

On the consent calendar for the May 20 meeting will be a request to add 7 slide correction projects in Region 3 to our construction program:

1. Coquille & Myrtle Point Slide Repairs
   Coos Bay-Roseburg Highway
   Coos County

2. Drain Slide (M.P. 1.0)
   Drain-Yoncalla Highway
   Douglas County

3. Arizona Slide Sealing and Drainage Improvement
   Oregon Coast Highway
   Curry County

4. Myrtle Grove Slide
   Dillard Highway
   Douglas County

5. Bear Creek-Camas Mountain Slide Correction
   Coos Bay-Roseburg Highway
   Douglas County

6. Retz Creek and Frankport Slides
   Oregon Coast Highway
   Curry County

7. Winchester Bay Slide
   Oregon Coast Highway
   Douglas County

Financing of the $1,887,000 estimated construction costs would be by Federal-Aid Primary funds, including $224,000 State match.

I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:bkc

bc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
W.E. Schwartz
E.S. Hunter
D.H. Moehring
J.H. Versteeg
Frank Terpin
Alfred Shirley
V.E. Skoog
George Bell

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: R. N. Bothman, Assistant State Highway Engineer for Administration

DATE: April 21, 1982

FROM: D. H. Moehring, P.E.
Program Management Engineer

SUBJECT: Coquille and Myrtle Point Slides
Coos Bay - Roseburg Highway
Coos County

Region 3 has submitted the attached proposed project to repair two embankment slides on the Coos Bay-Roseburg Highway. One slide is in Coquille at M.P. 11.26 (9th Street) and caused the loss of a shoulder and one travel lane. There were three travel lanes at this location. The other slide is in Myrtle Point at M.P. 21.12 and also involves a loss of a shoulder and one travel lane. There were four travel lanes at this location.

Region is recommending that this project be constructed with State funds and contracted in June of this year. Total length of both slides is 0.1 mile. No right of way is needed.

Pat Schwartz has probably not been consulted on the adding of this work to the construction program. In keeping with our discussion of the handling of additions to the program at your staff meeting today it is appropriate that you ask Pat to look at the projects.

DHM:pf

Bothman - I am aware of this project. It is on Region 3 list of slide projects to be contracted. I have seen the slides on the ground (So has Scott) and it is appropriate to contract the work. WES

RECEIVED
STATE HWY ENGR
APR 21 '82
REFER TO
FOR
Info Inves R/D D/t Sign Act File

Dave - Discussed W/A. Shirley getting in the project requests for all of the slide repair work. He advises that there will be requests for 6± more contracts. Asked him to get them all in this week. WES

NOTED
W. E. SCHWARTZ

1982 Chemawa Intchge. Sec. of 9568
Pacific Hwy. No. of Salem. (Grad,
Pav, Struc, Sig, & Lndscp.)

R&R 1088 - 12-2-82, 8-31-82, 4-25-83
R&R 1109 - 10-5-82, 12-16-82

C&A 7642 - 5-25-82

Smead
No. 2152 5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN UT
McGREGOR, TX-LOCUST GROVE GA
U.S.A

jc

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 6	**COUNTY** Marion	**DIVISION** oregon
DATE OF REPORT 9/30/87	**REPORT MADE BY** D. B. Carter, Area Engineer		**PROJECT NO.** I-IR-IX-5-5(77)260
COMPLETION DATE (Actual) 10/2/84	**ACCEPTANCE DATE BY CONRTACT AGENCY** 7/9/87	**TIME ELAPSED** $\frac{651}{650} = 100.2$ %	**CONTRACT TIME** 650 Calendar Days

LOCATION

Chemawa Interchange on I-5, Marion County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CHEMAWA INTERCHANGE SECTION
PACIFIC HIGHWAY (I-5)
Grading, Drainage, Paving & Structures

This project provided for the completion of the new Chemawa Interchange.

The final cost of the original contract bid items was $5,208,824,11, or a 9.6 percent overrun of the contract bid amount of $4,750,084.15. The final cost of the project including all changes and construction engineering was $6,478,301.66. The Engineer's Statement of Overruns and Underruns is attached to the Division Office copy of this report.

All participating work has been completed.

A final inspection of the completed work was made on January 10, 1986.

The project time overran one day and the contractor was assessed a day of liquidated damages.

- DBC -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 2 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**
SIGNATURE David B Carter	**SIGNATURE**
TITLE Area Engineer **DATE** 9/30/87	**TITLE** District Engineer A **DATE** 10/1/87

FORM FHWA 1446B   PREVIOUS EDITIONS MAY BE USED

July 24, 1987

CON 5 - #9568

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

On July 13, 1987, we wrote to you concerning release of final payment on Contract No. 9568 awarded to RDM Constructors, Inc. for work on the Chemawa Interchange Section of the Pacific Highway in Marion County.

Final payment on this contract is $1,000.00 and the total contract amount is $5,323,306.31 including $102,993.34 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: RDM Constructors, Inc.
P.O. Box 3018
Salem, OR 97302

Kathleen M. Sadowski
1605 Liberty Street SE
Salem, OR 97302

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

May 22, 1987
IN REPLY REFER TO
HBR-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-IR-IX-5-5(77)250
Low Strength Concrete in Bridge 7855E

We have reviewed Mr. Wimer's letter of May 6, 1987 describing the low 28-day concrete strenghts on the Chemawa Interchange Structure (Br No. 9568). We agree that the final recorded strengths of the concrete placed will not affect the use of the bridge and therefore the units involved are acceptable. We also agree that it would be improper to penalize the contractor for a structural item that he has little or no control over. Your recent procedure change of early testing should prevent future occurance of 28-day low strength due to inaccurate projections from the 7-day testing.

We agree there should be no penalty assessed against the contractor.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (G. Wimer, Const)

RECEIVED
STATE HWY ENGR
MAY 26 '87
REFER TO
Pat Schwartz
FOR
info | inves | R/D | D/R

Orig. to Fredrickson
6/1

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAY 6 '87
REFER TO
Info
In Reply Refer to
File No.:

CON 5
9568

NOTED
E. SCHWAR

DATE: May 6, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTN: Dave Carter

FROM: Gerald Wimer Gerald Wimer
Construction Operations Engineer

SUBJECT: Chemawa Interchange
Contract No. 9568
Low Strength Concrete in Bridge 7855E

Introduction

The Chemawa Interchange contract, which included the Southbound Ramp Undercrossing, Bridge 7855E, was constructed in 1983 and 1984. The Materials Section released a 4500 psi mix design based on 7-day breaks and a calculated mix design of 5000 psi concrete.

On October 7 and 13, 1983, concrete produced from the calculated 5000 psi mix design was placed on the bottom of slab spans 2 and 3. The concrete did not obtain the specified strength of 5000 psi in 28 days. The breaks were 4864 and 4918 psi. The 60-day concrete cylinder showed that the concrete obtained a strength of 5880 psi. The application of the prestressing force was delayed until the concrete achieved a strength of 5000 psi.

On May 15, 1984, concrete produced from the 4500 psi mix design was placed on Span 1 of the deck. The mix design was approved for use prior to the 28-day trial batch concrete breaks. The 7-day breaks of the trial batch were encouraging and the Materials Section did not anticipate a problem with the 28-day breaks. However, the trial batch concrete had a low 28-day break. The concrete placed on the job also had a low break. The 28-day strength was 3995 psi.

Discussion

The present procedure concerning portland cement concrete mix designs is to not release the mix design until verification by trial batches per ACI 318.

Form 734-3122 (1-87)

The Bridge Design Section performed a comprehensive review of their design for the Southbound Ramp Undercrossing, Bridge 7855E. They found that in all cases the concrete strengths obtained exceeded the required strength based on the design calculations. Therefore:

> "The concrete used in these locations is structurally adequate to carry the intended loads; however, the low strength reduces the intended durability and longevity of that portion of the structure."

See the attached memo from Jerald E. Backstrand, Assistant Bridge Engineer, dated April 23, 1987.

Recommendation

The maximum price reduction based on the Hopkin's curve for all of the low strength concrete is $11,474.61. Based on the State's responsibilities for the concrete mix designs, we recommend that the price reduction not be assessed the contractor.

We also recommend that the entire price reduction be considered federal participating. The quality of the concrete obtained was adequate for the intended loads. To have more substantially complied with the specifications would simply have been a greater engineering expenditure without corresponding benefits. Do you agree with this recommendation?

If not, the most we recommend is a price reduction based on the material cost of the Class 4500 psi deck concrete be considered as federal nonparticipating.

The price reduction based on the Hopkin's curve, the material cost of the concrete, and the minimum acceptable strength of 85 percent of Class 4000 psi, the present deck concrete requirement, rather than Class 4500 psi is:

19 percent (based on the Hopkin's Curve)(116.6 cyds)($50/cyd) = $1108

Please let me know if you need any more information.

GW:AL:mk

Attach.

cc: W. E. Schwartz ✓
Jerry E. Backstrand
Bill Quinn
Ken Husby

05048m

STATE OF OREGON

INTEROffice MEMO

TO: Gerald Wimer
Construction Operations Engineer

DATE: April 23, 1987 CON 5
9568

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT:
Low Strength Concrete
Chemawa Road SB Ramp Undercrossing
Salem Parkway - Marion County
CON 9568 BR 7855E

We have reviewed the required concrete strength for the subject project. A summary is shown below for the various locations with low strength concrete.

Location	Conc. Class By Contract	Req. By Des.Calcs	28-Day Strength From Lab Sheets
Bot.Slab Spans 2 & 3	Class 5000	4,508 psi	4,864 psi
Bot.Slab Spans 2 & 3	Class 5000	4,508 psi	4,918 psi
Deck Span 1	Class 4500	3,825 psi*	3,995 psi

*Used 85 percent of class strength because the design calculated strength is less.

The concrete used in these locations is structurally adequate to carry the intended loads; however, the low strength reduces the intended durability and longevity of that portion of the structure. The contract plans call for Class 4500 concrete in the deck even though the required strength is lower. This is to provide a more durable driving surface. The acceptance and/or penalty should be based on conformance to the contract plans.

TJS:jrb

RECEIVED
APR 24 1987
CONSTRUCTION SECTION

CE ...... CAE ......
1 COE ...... OM ......
OE ......
CA ......
CAM ......
LEO ......
3 Fecht

SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
PQC ......
2 QCS ......
FILE ......

9568

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CHEMAWA INTERCHANGE

WEEK ENDING: July 5, 1986

SECTION PREFIX: 624-1084

HIGHWAY: Pacific

COUNTY: Marion

NAME OF JOB: Chemawa Interchange

KIND OF WORK: Grading, Paving, Structures, Signals, Landscape

CONTRACTOR: RDM Constructors, Inc.

CONTRACT NUMBER: 9568

FEDERAL AID PROJECT NUMBER: I-IR-IX-5-5(77)260

DATE OF CONTRACT: December 10, 1982

DATE WORK STARTED: February 7, 1983

ESTIMATED COMPLETION DATE: December 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 650

CALENDAR DAYS USED 651

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION $ 6,197,647.79

EXCLUSIVE OF ENGINEERING $ 5,687,856.88

ENGINEERING AUTHORIZATION $ 509,790.91

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 5,687,817

ENGINEERING COST TO DATE $ 465,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT 0

PERCENT OF AUTHORIZATION 91%

DATE PROJECT WAS COMPLETED: December 20, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD	Landscape	Signals
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.44	4.08			4.62
MILES PARTIALLY COMPLETED	4.44	4.08			4.62
MILES COMPLETED	4.44	4.08			4.62
TOTAL ESTIMATED QUANTITIES (CONTRACT)	417,040cy	47,550 T			19,400 T
TOTAL QUANTITIES CORRECTED TO DATE	421,929	50,554			23,964
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	421,929	50,554			23,964
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7855B	7855C	7855D	7855E	16096	16569		
PERCENT	100	100	100	100	100	100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29				Time cut off 12-20-84 @ 651 days.
MONDAY 30				
TUESDAY 1				
WEDNESDAY 2				
THURSDAY 3				
FRIDAY 4				F
SATURDAY 5				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

29 SUNDAY	No activity
30 MONDAY	No activity
1 TUESDAY	No activity
2 WEDNESDAY	No activity
3 THURSDAY	No activity
4 FRIDAY	No activity
5 SATURDAY	No activity

REMARKS

Project Manager's crew: 1

Project completed - submitted to Region Office July 3, 1986.

FINAL REPORT.

Distribution: Construction (3); Region (1)
File (1)

SIGNED Kenneth L. Stoneman LOCATION Salem
Kenneth L. Stoneman, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

750

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No

CON 5
9568

DATE: February 5, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-IR-IX-5-5(77)260

Contract 9568, Work Completed 10-2-84

Project Chemawa Interchange

Highway Pacific

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 1/10/86

G. K. Hossner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Wm. Anhorn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
FEB 11 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
FEB 7 1986
[illegible]

734-2023 (2-85)

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
1-7, 8 90

PROJECT REPORT NUMBER

MODIFICATION NUMBER
7

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State
Oregon

County
Marion

Project Number
I-IR-IX-5-5(77)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 83 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,602,303	$ 6,639,922
		3,885,709 (042) ✓
Federal funds	$ 5,925,551✓	$ 1,924,057 (580)
		150,135 (044) ✓
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of JAN, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 8, 1986

FEDERAL AID PROJECT NO. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Subtotal from Estimate of May 10, 1985	$2,215,618.20
Engineering	300,119.80
Total	$2,515,738.00

Type Code X281
Structure, Br. No. 7855E (Sta. "CS" 1802+33)

Total as on Estimate of May 10, 1985	$1,222,950.00

Type Code Y031
Signals (2 locations)

Total as on Estimate of May 10, 1985	$ 104,650.00

Interstate Transfer Funding

Type Code I000
Roadway (Sta. 1787+05.88 to Sta. "CK" 1810+21)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Metal G.R. & Conc. Curb (F.A. #5)					$4,742.24
					$4,742.24

Increase	$ 4,742.24
Subtotal from Estimate of May 10, 1985	1,344,245.05
Subtotal	$1,348,987.29
Engineering	201,636.71
Total	$1,550,624.00

Type Code X280
Structure, Br. No. 7855B, C & D

Subtotal as on Estimate of May 10, 1985	$ 121,400.00

Type Code X631
Structure, Br. No. 16096 (Sta. "CK" 1807+88.6)

Subtotal Alternate "A"	$ 498,578.00
Total as on Estimate of May 10, 1985	$ 712,974.00

Type Code Y003
4-R Funding
Landscaping

Total as on Estimate of May 10, 1985	$ 162,801.00

Type Code Y030
Signing (Sta. 1786+30.37)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Brooks Int. Sign Rev. (P.A. #8A)				100%	$ 1,459.00
Sign Installations (P.A. #10B)				100%	11,980.00
Change Circ. Brkr. ETC (P.A. #11A)				100%	1,210.72
Additional Wiring Sign #40 (P.A. #12A)				100%	1,482.00
Sign Luminaires (P.A. #13A)				100%	1,745.27
					$17,876.99

Increase	$ 17,876.99
Subtotal from Estimate of March 25, 1985	186,885.33
Subtotal	$ 204,762.32
Engineering	25,229.68
Total	$ 229,992.00

Type Code Y030
Illumination (Sta. 1786+30.37)

Total as on Estimate of May 23, 1983	$ 140,193.00

Length of Roadway (Interstate)	0.000 mi.
Length of Roadway (I-Transfer)	1.007 mi.
Length of Structures	0.000 mi.
Total Length	1.007 mi.

Cost of Roadway Per Mile (IX)	$1,558,415.09

SUMMARY OF FUNDS

Description	Pro Rata	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	92.22	1	042	$2,515,738.00	$2,320,013.00	$195,725.00	$ ---
Structures	92.22	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	92.22	1	042	104,650.00	96,509.00	8,141.00	---
Roadway	85	2	580	1,550,624.00	1,318,030.00	---	232,594.00
Structures	85	2	580	712,974.00	606,027.00	---	106,947.00
Landscaping	92.22	3	044	162,801.00	150,135.00	12.666.00	---
Total				$6,269,737.00	$5,618,518.00	$311,678.00	$339,541.00
Contract No. 9619							
Signing	92.22	G-1	042	$ 229,992.00	$ 212,098.00	$ 17,894.00	$ ---
Illumination	92.22	G-1	042	140,193.00	129,285.00	10,908.00	
Subtotal				$ 370,185.00	$ 341,383.00	$ 28,802.00	$ ---
Total				$6,639,922.00	$5,959,901.00	$340,480.00	$338,830.00

Contract No. 9568

Group 1 042 60%
Group 2 580 36%
Group 3 044 02%
Group 8 580 02%
Prefix: 624-1975 (P.E.)
Prefix: C09568 (Const.)

Contract No. 9619

Group 1 042 62%
Prefix: 624-1975A (P.E.)
Prefix: C09619 (Const.)

Nonparticipating

Furnish Mailbox Posts	6 Each	100.00	$ 600.00

RLC:me

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6 172	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 6		Project Number I-IR-IX-5-5(77)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,587,303.00	$ 6,602,303.00
Federal funds	$ 5,911,718.00	$ 5,925,551.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L. Ross

Manager, Program Section
(Title)

XRX For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 12, 1985

Federal-Aid Project No. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Subtotal from estimate of May 10, 1985		$ 2,215,618.20
	Engineering	285,119.80
	Total	$ 2,500,738.00

Type Code X281
Structure, Br. No. 7855E (Sta. "CS" 1802+33)

Total as on estimate of May 10, 1985	$ 556,062.00

Type Code Y031
Signals (2 Locations)

Total as on estimate of May 10, 1985	$ 104,650.00

Interstate Transfer Funding

Type Code I000
Roadway (Sta. 1787+05.88 to Sta. "CK" 1810+21)

Total as on estimate of May 10, 1985	$ 1,545,882.00

Type Code X280
Structure, Br. No. 7855 B, C & D

Total as on estimate of May 10, 1985	$ 121,400.00

Type Code X631
Structure, Br. No. 16096 (Sta. "CK" 1807+88.6)

Total as on estimate of May 10, 1985	$ 712,974.00

Type Code Y003
4-R Funding
Landscaping

Total as on estimate of May 10, 1985	$ 162,801.00
Length of Roadway (Interstate)	0.000 mi.
Length of Roadway (I-Transfer)	1.007 mi.
Length of Structures	0.000 mi.
Total Length	1.007 mi.
Cost of Roadway Per Mile (IX)	$ 1,558,415.09

SUMMARY OF FUNDS

Description	Pro Rata	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	92.22	1	042	$2,500,738.00	$2,306,180.00	$194,558.00	$ ---
Structures	92.22	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	92.22	1	042	104,650.00	96,509.00	8,141.00	---
Roadway	85	2	580	1,545,882.00	1,313,999.00	---	231,883.00
Structures	85	2	580	712,974.00	606,027.00	---	106,947.00
Landscaping	92.22	3	044	162,801.00	150,135.00	12,666.00	---
Total				$6,249,995.00	$5,600,654.00	$310,511.00	$338,830.00

Contract No. 9619

Signing	92.22	G-1	042	$ ~~242,115.00~~ 212 115.00	$ 195,612.00	$ 16,503.00	$ ---
Illumination	92.22	G-1	042	140,193.00	129,285.00	10,908.00	---
Subtotal				$ 352,308.00	$ 324,897.00	$ 27,411.00	$ ---
Total				$6,602,303.00	$5,925,551.00	$337,922.00	$338,830.00

Contract No. 9568

Group 1 042 60%
Group 2 580 36%
Group 3 044 02%
Group 8 580 02%
Prefix: 624-1975 (P.E.)
Prefix: 624-1084 (Const.)

Contract No. 9619

Group 1 042 62%
Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

DDB:bkb

Nonparticpating

Furnish Mailbox Posts	6 Each	100.00	$ 600.00

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
5-91, 92, 99

PROJECT REPORT NUMBER

MODIFICATION NUMBER
5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State
Oregon

County
Marion

Project Number
I-IR-IX-5-5(77)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1983 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$6,048,543.00	$6,587,303.00
Federal funds	$5,430,707.00	$5,911,718.00
Other revisions		

This modification is made for the following reasons: to include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of May, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 10, 1985

FEDERAL AID PROJECT NO. I-IR-IX-5-5(77)260

CHEMAWA INTERCHANGE SECTION
PACIFIC HIGHWAY
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

INTERSTATE FUNDING

TYPE CODE Y008
ROADWAY (STA. 1755+00 to STA. 1822+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 25.00	400	$10,000.00	1,092	$27,300.00
Straw Bale Sediment Barrier-Type A	3.00	6,000	18,000.00	21,568	64,704.00
Embankment Foundation Excavation	2.90	7,790	22,591.00	13,046	37,833.00
Class "B" A.C. Mixture	12.00	12,400	148,800.00	15,639	187,668.00
Asphalt Cement in Mixture	175.00	760	133,000.00	937	163,975.00
Finish & Paint Br's. (P.A. #10)	40,803.00 (LS)	---	---	60%	24,481.00
Remove & Replace Guardrail (PA 19B)	2.25	---	---	506	1,138.00
Drainage Curbs (PA 21)	1.50	---	---	2,064	3,096.00
Signal Revision (PA 22)	Lump Sum	---	---	All	4,932.00
Salvage Rock Shld. (PA 27)	Lump Sum	---	---	All	3,552.00
Salv. & Reinstall 48" Storm Sewer Pipe (OEW #3)	Lump Sum	---	---	All	21,201.00
Repair Surfacing (OEW #4)	Lump Sum	---	---	All	13,586.00
Repair Embankment (OEW #7)	Lump Sum	---	---	All	25,441.00
Add Drainage Work (OEW #12)	Lump Sum	---	---	All	14,956.00
			$332,391.00		$593,873.00

Increase	$ 261,482.00
Subtotal from estimate of December 8, 1982	1,954,136.20
Subtotal	$2,215,618.20
Engineering	270,119.80
Total	$2,485,738.00

TYPE CODE X281
STRUCTURE, BRIDGE NO. 7855E (STA. "CS" 1802+33)

Subtotal	$ 556,062.00

TYPE CODE X580
STRUCTURE, BRIDGE NO. 16569 (STA. "N" 32+84)

Subtotal	$ 557,903.00
Subtotal Structures	$1,113,965.00
All Required Credit	(27,500.00)
	$1,086,465.00
Engineering	136,485.00
Total	$1,222,950.00

TYPE CODE Y031
SIGNALS (2 LOCATIONS)

Total as on estimate of March 25, 1985	$ 104,650.00

INTERSTATE TRANSFER FUNDING

TYPE CODE I000
ROADWAY (STA. 1787+05.88 to Sta. "CK" 1810+21)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Barricades	$ 100.00	10	$ 1,000.00	15	$ 1,500.00
Temp. Plastic Safety Markers	50.00	26	1,300.00	107	5,350.00
Cold Plane Pavement Removal	1.40	2,330	3,262.00	2,958	4,141.00
Trench Excavation	5.25	2,880	15,120.00	4,500	23,625.00
Watering	16.00	400	6,400.00	527	8,432.00
Cement for Treated Subgrade	75.00	390	29,250.00	405	30,375.00
Treated Base Mixture	8.00	18,500	148,000.00	19,666	157,328.00
Railroad Ballasts	7.30	2,000	14,600.00	2,157	15,746.00
Class "B" A.C. Mixture	12.00	6,600	79,200.00	8,324	99,888.00
Class "C" A.C. Mixture	14.00	400	5,600.00	554	7,766.00
Asphalt Cement in Mixture	175.00	440	77,000.00	542	94,850.00
8" Culvert Pipe	8.00	858	6,864.00	1,734	13,872.00
12" Sewer Pipe	10.00	1,926	19,260.00	2,596	25,960.00
15" Sewer Pipe	12.75	444	5,661.00	1,004	12,801.00
18" Sewer Pipe	15.00	1,635	24,525.00	1,712	25,680.00
21" Sewer Pipe	19.00	120	2,280.00	241	4,579.00
Conc. Manholes	925.00	10	9,250.00	11	10,175.00

Conc. Inlets Type G-1	450.00	7	3,150.00	8	3,600.00
Conc. Inlets Type G-2	480.00	13	6,240.00	21	10,080.00
Conc. Inlets Type G-2MA	500.00	7	3,500.00	10	5,000.00
8" Drain Pipe	7.00	180	1,260.00	331	2,317.00
Type CL-4R Chain Link Fence	5.10	320	1,632.00	448	2,284.00
Type CL-6 Chain Link Fence	5.75	2,830	16,272.50	9,900	56,925.00
Conc. Curbs Type B-1 Mod.	2.40	9,500	22,800.00	13,229	31,749.00
Reconst. Conc. Manholes	300.00	5	1,500.00	7	2,100.00
Berm Paving	28.00	1,040	29,120.00	1,768	49,504.00
			$504,926.50		$656,123.00

Increase	$ 151,196.50
Subtotal from estimate of December 8, 1982	1,193,048.55
Subtotal	$1,344,245.05
Engineering	201,636.95
Total	$1,545,882.00

TYPE CODE X280
STRUCTURE, BRIDGE NO. 7855 B, C & D

Concrete Slope Paving	2,940 Sq. Yd.	27.00	$ 79,380.00
Berm Paving	1,040 Sq. Yd.	28.00	29,120.00
Slope Paving Curbs Paving	1,290 Lin. Ft.	10.00	12,900.00
			$ 121,400.00

TYPE CODE X631
STRUCTURES, BRIDGE NO. 16096 (STA. "CK" 1807+88.6)

Subtotal Alternate "A"	$ 498,578.00
Subtotal Structures	$ 619,978.00
Engineering	92,996.00
Total	$ 712,974.00

TYPE CODE Y003
4-R FUNDING
LANDSCAPING

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Bark Mulch	$ 120.00	208	$24,960.00	345	$41,400.00

PA 13 Roadside Seeding & Mulching	690.00	---	---	13	8,970.00
			$ 24,960.00		$50,370.00

Increase	$ 25,410.00
Subtotal from estimate of December 8, 1982	116,156.40
Subtotal	$ 141,566.40
Engineering	21,234.60
Total	$ 162,801.00

Length of Roadway (Interstate) -------------- 0.000 mi. mi.
Length of Roadway (I-Transfer) -------------- 1.007 mi.
Length of Structures ------------------------- 0.000 mi.
Total Length 1.007 mi.

Cost of Roadway Per Mile (IX) ---------------$1,558,415.09

SUMMARY OF FUNDS

DESCRIPTION	PRO RATA	GROUP	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
Roadway	92.22	1	042	$ 2,485,738.00	$ 2,292,347.00	$ 193,391.00	$ ---
Structures	92.22	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	92.22	1	042	104,650.00	96,509.00	8,141.00	---
Roadway	85	2	580	1,545,882.00	1,313,999.00	---	231,883.00
Structures	85	2	580	712,974.00	606,027.00	---	106,947.00
Landscaping	92.22	3	044	162,801.00	150,135.00	12,666.00	---
Total				$ 6,234,995.00	$ 5,586,821.00	$ 309,344.00	$ 338,830.00
Contract No. 9619							
Signing	92.22	G-1	042	$ 212,115.00	$ 195,612.00	$ 16,503.00	$ ---
Illumination	92.22	G-1	042	140,193.00	129,285.00	10,908.00	---
Subtotal				$ 352,308.00	$ 324,897.00	$ 27,411.00	$ ---
Total				$ 6,587,303.00	$ 5,911,718.00	$ 336,755.00	$ 338,830.00

CONTRACT NO. 9568

Group 1	042	60%
Group 2	580	36%
Group 3	044	02%
Group 8	580	02%
Prefix:	624-1975	(P.E.)
Prefix:	624-1084	(Const.)

CONTRACT NO. 9619

Group 1	042	62%
Prefix:	624-1975A	(P.E.)
Prefix:	624-1087	(Const.)

(Nonparticipating)

Furnish Mailbox Posts	6 Each	100.00	$ 600.00

DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4 21	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Marion
MODIFICATION NUMBER 4		Project Number I-IR-IX-5-5(77)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,036,172.00	$ 6,048,543.00
Federal funds	$ 5,419,298.00	$ 5,430,707.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

BYX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 25, 1985

FEDERAL AID PROJECT NO. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Interstate Funding

TYPE CODE Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 2,198,404.00
Structures	All Required	1,222,950.00
Signals	All Required	104,650.00

Interstate Transfer Funding

Roadway (Sta. 1787+05.88 to Sta. Ck 1810+21)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 1,342,080.00
Structures	All Required	697,475.00

4-R Funding

Total as on Estimate of May 23, 1983

Landscaping	All Required	$ 130,676.00

Interstate Funding

TYPE CODE Y030
Signing (Sta. 1786+30.37)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cantilever Sign Support Footings (PA #2)	$ 10,900.00	---	$ ---	100%	$ 10,900.00
SUBTOTALS			$ 0.00		$ 10,900.00

Increase	$ 10,900.00
Subtotal from Estimate of December 20, 1984	175,985.33
Subtotal	$ 186,885.33
Engineering	25,229.67
Total	$ 212,115.00

Type Code Y030
Illumination (Sta. 1786+30.37)

Total as on Estimate of May 23, 1983	$ 140,193.23

Length of Project ----------------- 0.0 mi.

Work Retained in Program
(Not included in amounts below.)

Hook up 3 Service Drops (PGE)	All Required	$ 1,000.00
Illumination Pole (Future)	All Required	4,000.00

Contract No. 9568

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	I	042	$2,198,404.00	$2,027,368.00	$171,036.00	$ ---
Structures	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	1	042	104,650.00	96,508.00	8,142.00	---
Roadway	2	580	1,342,080.00	1,140,768.00	---	201,312.00
Structures	2	580	697,475.00	592,853.00	---	104,622.00
Landscaping	3	044	130,676.00	120,509.00	10,167.00	---
SUBTOTAL			$5,696,235.00	$5,105,810.00	$284,491.00	$305,934.00
Contract No. 9619						
Signing	G-1	042	$ 212,115.00	$ 195,612.00	$ 16,503.00	$ ---
Illumination	G-1	042	140,193.00	129,285.00	10,908.00	---
SUBTOTAL			$ 352,308.00	$ 324,897.00	$ 27,411.00	$ ---
TOTAL			$6,048,543.00	$5,430,707.00	$311,902.00	$305,934.00

Contract No. 9568

Group 1	042	60%
Group 2	580	36%
Group 3	044	02%
Group 8	580	02%

Prefix: 624-1975 (P.E.)
Prefix: 624-1084 (Const.)

Contract No. 9619

Group I	042	62%

Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

WH:me

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-137		State OREGON
PROJECT REPORT NUMBER		County MARION
MODIFICATION NUMBER 3		Project Number I-IR-IX-5-5(77)260

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 83 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,023,237	$ 6,036,172
Federal funds	$ 5,407,370	$ 5,419,298
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of February, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 13, 1985

FEDERAL AID PROJECT NO. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Interstate Funding

TYPE CODE Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 2,198,404.00
Structures	All Required	1,222,950.00
Signals	All Required	104,650.00

Interstate Transfer Funding

Roadway (Sta. 1787+05.88 to Sta. Ck 1810+21)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 1,342,080.00
Structures	All Required	697,475.00

4-R Funding

Total as on Estimate of May 23, 1983

Landscaping	All Required	$ 130,676.00

Interstate Funding

TYPE CODE Y030
Signing (Sta. 1786+30.37)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Modify Sign Posts (P.A. #9A)	$ 3,190.00	---	$ ---	100%	$ 3,190.00
Sign Support Footings (PA #9B)	2,475.00	---	---	100%	2,475.00
Signal Pole Mounts (PA #9E)	1,350.00	---	---	100%	1,350.00
Type A Signs (PA #9F)	4.95	---	---	608.2	3,010.59

Type G, D, & R Signs (PA #9G)	3.30	---	---	4,154	1,370.82
SUBTOTALS			$ 0.00		$ 11,396.41

Increase	$ 11,396.41
Subtotal from Estimate of December 20, 1984	164,589.33
Subtotal	$ 175,985.74
Engineering	23,758.26
Total	$ 199,744.00

Type Code Y030
Illumination (Sta. 1786+30.37)

Total as on Estimate of May 23, 1983 $ 140,193.23

Length of Project ----------------- 0.0 mi.

Work Retained in Program
(Not included in amounts below.)

Hook up 3 Service Drops (PGE)	All Required	$ 1,000.00
Illumination Pole (Future)	All Required	4,000.00

Contract No. 9568

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	1	042	$2,198,404.00	$2,027,368.00	$171,036.00	$ ---
Structures	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	1	042	104,650.00	96,508.00	8,142.00	---
Roadway	2	580	1,342,080.00	1,140,768.00	---	201,312.00
Structures	2	580	697,475.00	592,853.00	---	104,622.00
Landscaping	3	044	130,676.00	120,509.00	10,167.00	---
SUBTOTAL			$5,696,235.00	$5,105,810.00	$284,491.00	$305,934.00
Contract No. 9619						
Signing	G-1	042	$ 199,744.00	$ 184,203.00	$ 15,541.00	$ ---
Illumination	G-1	042	140,193.00	129,285.00	10,908.00	---
SUBTOTAL			$ 339,937.00	$ 313,488.00	$ 26,449.00	$ ---
TOTAL			$6,036,172.00	$5,419,298.00	$310,940.00	$305,934.00

Contract No. 9568

Group 1	042	60%
Group 2	580	36%
Group 3	044	02%
Group 8	580	02%

Prefix: 624-1975 (P.E.)
Prefix: 624-1084 (Const.)

Contract No. 9619

Group 1	042	62%
Prefix:	624-1975A	(P.E.)
Prefix:	624-1087	(Const.)

WH:me pf

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 12-256

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Marion

Project Number I-IR-IX-5-5(77)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,981,713	$ 6,023,237
Federal funds	$ 5,369,076	$ 5,407,370
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 20, 1984

FEDERAL AID PROJECT NO. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Interstate Funding

TYPE CODE Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 2,198,404.00
Structures	All Required	1,222,950.00
Signals	All Required	104,650.00

Interstate Transfer Funding

Roadway (Sta. 1787+05.88 to Sta. Ck 1810+21)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 1,342,080.00
Structures	All Required	697,475.00

4-R Funding

Total as on Estimate of May 23, 1983

Landscaping	All Required	$ 130,676.00

Interstate Funding

TYPE CODE Y030
Signing (Sta. 1786+30.37)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Modify Existing Sign Bridge (PA #3A)	$ 22,644.65	---	$ ---	100%	$ 22,644.65
Sign Installation (PA #10A)	13,940.00	---	---	100%	13,940.00
SUBTOTALS			$ 0.00		$36,584.65

Increase	$ 36,584.65
Subtotal from Estimate of May 23, 1983	128,004.68
Subtotal	$ 164,589.33
Engineering	22,219.67
Total	$ 186,809.00

Type Code Y030
Illumination (Sta. 1786+30.37)

Total as on Estimate of May 23, 1983 $ 140,193.23

Length of Project ----------------- 0.0 mi.

Work Retained in Program
(Not included in amounts below.)

Hook up 3 Service Drops (PGE)	All Required	$ 1,000.00
Illumination Pole (Future)	All Required	4,000.00

Contract No. 9568

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	1	042	$2,198,404.00	$2,027,368.00	$171,036.00	$ ---
Structures	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	1	042	104,650.00	96,508.00	8,142.00	---
Roadway	2	580	1,342,080.00	1,140,768.00	---	201,312.00
Structures	2	580	697,475.00	592,853.00	---	104,622.00
Landscaping	3	044	130,676.00	120,509.00	10,167.00	---
SUBTOTAL			$5,696,235.00	$5,105,810.00	$284,491.00	$305,934.00
Contract No. 9619						
Signing	G-1	042	$ 186,809.00	$ 172,275.00	$ 14,534.00	$ ---
Illumination	G-1	042	140,193.00	129,285.00	10,908.00	---
SUBTOTAL			$ 327,002.00	$ 301,560.00	$ 25,442.00	$ ---
TOTAL			$6,023,237.00	$5,407,370.00	$309,933.00	$305,934.00

Contract No. 9568

Group 1 042 60%
Group 2 580 36%
Group 3 044 02%
Gropu 8 580 02%
Prefix: 624-1975 (P.E.)
Prefix: 624-1084 (Const.)

Contract No. 9619

Group 1 042 62%
Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

WH:me

9568

STATE COPY 8

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 5-244

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-27-83

State Oregon

County Marion

Project Number I-IR-IX-5-5(77)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,696,235.00	$ 5,981,713.00
Federal funds	$ 5,105,810.00	$ 5,369,076.00
Other revisions		

This modification is made for the following reasons: to add a signing and illumination contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of May, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 23, 1983

Federal-Aid Project No. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE
(To add a signing and illumination contract.)

Interstate Funding

Type Code Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Roadway	All Required	$ 2,198,404.00
Structures	All Required	1,222,950.00
Signals	All Required	104,650.00

Interstate Transfer Funding

Roadway (Sta. 1787+05.88 to Sta. Ck 1810+21)

Roadway	All Required	$ 1,342,080.00
Structures	All Required	697,475.00

4-R Funding

Landscaping	All Required	$ 130,676.00

Interstate Funding

Type Code Y030
Signing (Sta. 1786+30.37)

Mobilization	55%	All Required		$ 550.00
Temporary Protection and Direction of Traffic	90%	All Required		1,800.00
Temporary Signs	185	Sq. Ft.	5.00	925.00
Temporary Barricades	2	Each	100.00	200.00
Flagman	200	Hour	10.00	2,000.00
Sequential Arrow Sign	1	Each	4,000.00	4,000.00
Removal of Existing Sign Installation		All Required		1,090.00
Wood Sign Posts		All Required		136.00

Wood Sign Posts (Furnish Only)	82%	All Required		880.68
Sign Support Footings		All Required		13,080.00
Breakaway Sign Posts		All Required		2,725.00
Single Post Breakaway Sign (Furnish Only)		All Required		1,068.00
Single Post Slip Base Sign Supports		All Required		436.00
Single Post Slip Base Sign Supports (Furnish Only)		All Required		1,744.00
Cantilever Sign Structure Sta. 1767+90 Rt.		All Required		13,625.00
Cantilever Sign Structure Sta. 1814+00 Lt.		All Required		9,265.00
Single Pole, Mounts (Furnish Only)		All Required		2,126.00
Exit Number Sign Supports		All Required		1,526.00
Structure Mounts	86%	All Required		15,621.90
Modify Existing Cantilever Sign Structures		All Required		8,374.00
Type "A" Signs in Place	1,573	Sq. Ft.	16.90	26,583.10
Type "A" Signs (Furnish Only)	596	Sq. Ft.	13.65	8,135.40
Type "C", "D" and "R" Signs (Furnish Only)	330	Sq. Ft.	4.90	1,617.00
Type "D" Signs In Place	9	Sq. Ft.	11.00	99.00
Type "EE" Signs (Furnish Only)	106	Sq. Ft.	7.00	742.00
Type "F", "G" and "M" Signs (Furnish Only)	53	Sq. Ft.	7.00	371.00
Type "H" and "I" Signs (Furnish Only)	57	Sq. Ft.	7.00	399.00
Type "U" Signs (Furnish Only)	8	Sq. Ft.	9.50	76.00
Move, Modify and Reinstall Existing Signs		All Required		981.00
Sign Illumination Equipment		All Required		7,828.00
			Subtotal	$ 128,004.68
			Engineering	17,280.63
			Total	$ 145,285.31

Type Code Y030
Illumination (Sta. 1786+30.37)

Pole Foundations	43%	All Required		$ 21,121.60
Roadway Lighting Poles and Arms	45%	All Required		48,661.20
Luminaires, Lamps and Ballasts	42%	All Required		12,613.86
Switching, Conduit, Wiring, Etc.	39%	All Required		41,121.60
			Subtotal	$ 123,518.26
			Engineering	16,674.97
			Total	$ 140,193.23

Length of Project -------- 0.0 mi.

Work Retained in Program
(Not included in amounts below.)

Hook up 3 Service Drops (PGE)	All Required	$ 1,000.00
Illumination Pole (Future)	All Required	4,000.00

Contract No. 9568

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Fed. Funds	State Funds	Other Funds
Roadway	1	042	$ 2,198,404.00	$ 2,027,368.00	$ 171,036.00	$ ----
Structures	1	042	1,222,950.00	1,127,804.00	95,146.00	----
Signals	1	042	104,650.00	96,508.00	8,142.00	
Roadway	2	580	1,342,080.00	1,140,768.00	----	201,312.00
Structures	2	580	697,475.00	592,853.00	----	104,622.00
Landscaping	3	044	130,676.00	120,509.00	10,167.00	----
Subtotal			$ 5,696,235.00	$5,105,810.00	$ 284,491.00	$305,934.00
Contract No. 9619						
Signing	G-1	042	$ 145,285.00	$ 133,981.00	$ 11,304.00	$ ----
Illumination	G-1	042	140,193.00	129,285.00	10,908.00	----
Subtotal			$ 283,478.00	$ 263,266.00	$ 22,212.00	$
Total			$ 5,981,713.00	$5,369,076.00	$ 306,703.00	$305,934.00

Contract No. 9568

Group 1	042	60%
Group 2	580	36%
Group 3	044	02%
Group 8	580	02%
Prefix:	624-1975	(P.E.)
Prefix:	624-1084	(Const.)

Contract No. 9619

Group 1	042	62%
Prefix:	624-1975A	(P.E.)
Prefix:	624-1087	(Const.)

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-134, 135, 136	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Marion Project No. I-IR-IX-5-5(77)260

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Chemawa Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-20-82	1.007

OTHER *(Specify)*

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS		
$ 5,696,235.00	I	3,251,680	92.22%
	$ IR	120,509	92.22%
	IX	1,733,621	85.00%

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Management Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, bu. no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon December 8, 1982

Federal-Aid Project
No. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

PROJECT AGREEMENT ESTIMATE

Interstate Funding
Type Code Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Mobilization	56	%	All Required	$ 252,000.00
Temporary Protection and Direction of Traffic	50	%	All Required	6,000.00
Temporary Signs	216	Sq. Ft.	8.00	1,728.00
Temporary Barricades	7	Each	100.00	700.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	1,725	Lin. Ft.	4.00	6,900.00
Flagmen	400	Hour	25.00	10,000.00
Temporary Drainage Curbs	2,000	Lin. Ft.	1.50	3,000.00
Temporary Slope Drains	1,300	Lin. Ft.	10.00	13,000.00
Temporary Scour Holes	13	Each	65.00	845.00
Temporary Sediment Fence	650	Lin. Ft.	5.00	3,250.00
Straw Bale Sediment Barrier-Type A	6,000	Lin. Ft.	3.00	18,000.00
Straw Bale Sediment Barrier-Type B	550	Lin. Ft.	3.00	1,650.00
Clearing and Grubbing	50	%	All Required	14,750.00
Removal of Structures and Obstructions	50	%	All Required	2,500.00
Cold Plane Pavement Removal	3,070	Sq. Yd.	1.40	4,298.00
Embankment Foundation Excavation	7,790	Cu. Yd.	2.90	22,591.00
General Excavation	414,775	Cu. Yd.	1.19	493,582.25
Stone Embankment	6,220	Cu. Yd.	4.50	27,990.00
Extra for Topsoil Material	60	Cu. Yd.	5.00	300.00
Trench Excavation	955	Cu. Yd.	5.25	5,013.75
Finishing Roadbed and Slopes	20	%	All Required	8,000.00
Watering	200	M-Gal.	16.00	3,200.00
Cement Treated Subgrade	36,075	Sq. Yd.	1.10	39,682.50
Cement for Treated Subgrade	410	Ton	75.00	30,750.00

Treated Base Mixture	29,050 Ton	8.00	232,400.00
Cement in Treated Base Mixture	1,580 Ton	75.00	118,500.00
Aggregate Shoulders	5,750 Ton	7.00	40,250.00
Class "B" Asphalt Concrete Mixture	12,400 Ton	12.00	148,800.00
Asphalt Cement in Mixture	760 Ton	175.00	133,000.00
Asphalt in Tack Coat	10 Ton	250.00	2,500.00
8-inch Culvert Pipe	46 Lin. Ft.	8.00	368.00
18-inch Culvert Pipe	220 Lin. Ft.	12.00	2,640.00
12-inch Sewer Pipe	1,822 Lin. Ft.	10.00	18,220.00
15-inch Sewer Pipe	120 Lin. Ft.	12.75	1,530.00
18-inch Sewer Pipe	108 Lin. Ft.	15.00	1,620.00
42-inch Sewer Pipe	142 Lin. Ft.	35.50	5,041.00
Concrete Manholes	3 Each	925.00	2,775.00
Special Concrete Manholes	1 Each	2,400.00	2,400.00
Concrete Inlets, Type G-1	19 Each	450.00	8,550.00
Concrete Inlets, Type G-2	4 Each	480.00	1,920.00
Concrete Inlets, Type G-2MA	2 Each	500.00	1,000.00
Concrete Inlets, Type M-E	1 Each	900.00	900.00
Slope Protectors	3 Each	500.00	1,500.00
6-inch Drain Pipe	72 Lin. Ft.	6.00	432.00
Filter Fabric	64 Sq. Yd.	2.00	128.00
Gravel in Drains	10 Cu. Yd.	10.00	100.00
Guard Rail, Type 2A	6,125 Lin. Ft.	10.00	61,250.00
Guard Rail, Type 3	200 Lin. Ft.	22.50	4,500.00
Guard Rail Anchors, Type 1	13 Each	290.00	3,770.00
Guard Rail Anchors, Type 2	7 Each	380.00	2,660.00
Extra for Guard Rail Bridge Connections	2 Each	300.00	600.00
Rail End Pieces, Type C	17 Each	80.00	1,360.00
Type CL-6 Chain Link Fence	10,670 Lin. Ft.	5.75	61,352.50
Concrete Walks	1,040 Sq. Yd.	10.00	10,400.00
Concrete Curbs, Type B-1 Modified	2,500 Lin. Ft.	2.40	6,000.00
Concrete Curbs, Type C	2,900 Lin. Ft.	2.90	8,410.00
Extra for Asphalt Walks	175 Sq. Yd.	8.00	1,400.00
Extra for Asphalt Approaches	15 Each	200.00	3,000.00
Concrete Barrier	150 Lin. Ft.	15.00	2,250.00
Paved Culvert End Slopes	242 Sq. Ft.	6.10	1,476.20

Drainage Curbs	1,530 Lin. Ft.	1.50	2,295.00
Delineators, Type 2	132 Each	16.00	2,112.00
Delineators, Type 3	64 Each	19.00	1,216.00
Delineators, Type 4	55 Each	16.00	880.00
Reconstructing Concrete Manholes	1 Each	300.00	300.00
Well Abandonment	1 Each	1,000.00	1,000.00
			$1,870,536.20

Anticipated Items

Railroad Protective Costs	(54 %)	All Required	$ 35,000.00
Permanent Pavement Striping	(50 %)	All Required	2,000.00
Temporary Pavement Striping		All Required	2,000.00
Remove Pavement Striping (Exist. & Temp.)		All Required	1,500.00
Asphalt Cement Adjustment	(64 %)	All Required	36,000.00
On-the-Job Trainees (2X1,000 hrs. @ $0.80)		All Required	1,600.00
Bikeway Signs		All Required	1,500.00
Bikeway Striping & Legend		All Required	1,500.00
Relocate Power to Sign Bridge on Structure		All Required	2,500.00
			$ 83,600.00
		SUBTOTAL	$1,954,136.20
		Engineering	244,267.80
		TOTAL	$2,198,404.00

Structures

Type Code X281

Structure, Bridge No. 7855E (Sta. "CS" 1802+33)

Shoring, Cribbing, Etc.		All Required	$ 36,000.00
Structure Excavation	500 Cu. Yd.	7.00	3,500.00
Furnish Pile Driving Equipment		All Required	35,000.00
Furnish Concrete Piling	2,237 Lin. Ft.	8.00	17,896.00
Drive Concrete Piles	2,237 Lin. Ft.	1.00	2,237.00
Structural Concrete, Class 3300 (570 C.Y.)		All Required	110,000.00
Structural Concrete, Class 4500 (123 C.Y.)		All Required	24,552.00
Structural Concrete, Class 5000 (610 C.Y.)		All Required	125,542.00

Expansion Joint Seal, Type 400	60 Lin. Ft.	100.00	6,000.00
Reinforcement (164,500 lbs.)		All Required	52,360.00
Coated Reinforcement (47,000 lbs.)		All Required	22,980.00
Prestressing Steel (53,000 lbs.)		All Required	55,000.00
Reinforced Concrete Bridge End Panels	165 Sq. Yd.	60.00	9,900.00
Bearing Devices, Bent 2	2 Each	2,000.00	4,000.00
Bearing Devices, Bent 4	2 Each	2,000.00	4,000.00
Two Tube Metal Railing	1,010 Lin. Ft.	26.50	26,765.00
Concrete Slope Paving	550 Sq. Yd.	25.00	13,750.00
Slope Paving Curbs	370 Lin. Ft.	10.00	3,700.00
1 1/2-inch Electrical Conduit	480 Lin. Ft.	6.00	2,880.00
			$ 556,662.00

Type Code X580
Structure, Bridge No. 16569 (Sta. "N" 32+84)

Shoring, Cribbing, Etc.		All Required	$ 5,000.00
Structure Excavation	535 Cu. Yd.	8.00	4,280.00
Furnish Pile Driving Equipment		All Required	32,000.00
Furnish Concrete Piling	5,840 Lin. Ft.	8.00	46,720.00
Drive Concrete Piles	5,840 Lin. Ft.	1.00	5,840.00
Structural Concrete, Class 3300 (590 C.Y.)		All Required	93,500.00
4'x40'/45' Prestressed Slabs	19 Each	2,600.00	49,400.00
4'x60'/65' Prestressed Slabs	19 Each	3,500.00	66,500.00
4'x65'/70' Prestressed Slabs	38 Each	3,700.00	140,600.00
Reinforcement (71,800 lbs.)		All Required	26,746.00
Reinforced Concrete Bridge End Panels	340 Sq. Yd.	60.00	20,400.00
Three Tube Steel Railing	478 Lin. Ft.	36.50	17,447.00
CL-10R Chain Link Fence, Modified	72 Lin. Ft.	55.00	3,960.00
Concrete Slope Paving	580 Sq. Yd.	25.00	14,500.00
Slope Paving Curbs	110 Lin. Ft.	10.00	1,100.00
Loose Riprap, Class 50	550 Cu. Yd.	16.00	8,800.00
Membrane Waterproofing	1,820 Sq. Yd.	10.00	18,200.00
1 1/2-inch Electrical Conduit	485 Lin. Ft.	6.00	2,910.00
			$ 577,903.00
SRRR Benefit		All Required Cr.	$ 27,500.00
		Subtotal Structures	$1,087,065.00
		Engineering	135,885.00
		Total	$1,222,950.00

Type Code Y031
Signals (2 Locations)

Traffic Signal Installation, Complete	All Required	90,600.00
Anticipated Items		
State Furnished Software	All Required	500.00
Signal Controller Testing & Turn-On	All Required	1,925.00
		$ 2,425.00
	SUBTOTAL	$ 93,025.00
	Engineering	11,625.00
	TOTAL	$ 104,650.00

Interstate Transfer Funding
Type Code I000
Roadway (Sta. 1787+05.88 to Sta. CK 1810+21)

Mobilization	42 %	All Required	$ 189,000.00
Temporary Protection and Direction of Traffic	50 %	All Required	6,000.00
Temporary Signs	410 Sq. Ft.	8.00	3,280.00
Temporary Barricades	10 Each	100.00	1,000.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	400 Lin. Ft.	4.00	1,600.00
Temporary Plastic Safety Markers	26 Each	50.00	1,300.00
Sequential Arrow Signs	2 Each	2,000.00	4,000.00
Flagmen	600 Hour	25.00	15,000.00
Clearing and Grubbing	50 %	All Required	14,750.00
Removal of Structures and Obstructions	50 %	All Required	2,500.00
Cold Plane Pavement Removal	2,330 Sq. Yd.	1.40	3,262.00
General Excavation	2,265 Cu. Yd.	1.19	2,695.35
Trench Excavation	2,880 Cu. Yd.	5.25	15,120.00
Finishing Roadbed and Slopes	80 %	All Required	32,000.00
Watering	400 M-Gal.	16.00	6,400.00
Cement Treated Subgrade	35,000 Sq. Yd.	1.10	38,500.00
Cement for Treated Subgrade	390 Ton	75.00	29,250.00
Treated Base Mixture	18,500 Ton	8.00	148,000.00
Cement in Treated Base Mixture	1,020 Ton	75.00	76,500.00
Railroad Ballast	2,000 Ton	7.30	14,600.00
Aggregate Shoulders	1,450 Ton	7.00	10,150.00

Class "B" Asphalt Concrete Mixture	6,600 Ton	12.00	79,200.00
Class "C" Asphalt Concrete Mixture	400 Ton	14.00	5,600.00
Asphalt Cement in Mixture	440 Ton	175.00	77,000.00
Asphalt in Tack Coat	5 Ton	250.00	1,250.00
8-inch Culvert Pipe	858 Lin. Ft.	8.00	6,864.00
12-inch Sewer Pipe	1,926 Lin. Ft.	10.00	19,260.00
15-inch Sewer Pipe	444 Lin. Ft.	12.75	5,661.00
18-inch Sewer Pipe	1,635 Lin. Ft.	15.00	24,525.00
21-inch Sewer Pipe	120 Lin. Ft.	19.00	2,280.00
Concrete Manholes	10 Each	925.00	9,250.00
Concrete Inlets, Type G-1	7 Each	450.00	3,150.00
Concrete Inlets, Type G-2	13 Each	480.00	6,240.00
Concrete Inlets, Type G-2MA	7 Each	500.00	3,500.00
8-inch Drain Pipe	180 Lin. Ft.	7.00	1,260.00
Gravel in Drains	20 Cu. Yd.	10.00	200.00
Type CL-4R Chain Link Fence	320 Lin. Ft.	5.10	1,632.00
Type CL-6 Chain Link Fence	2,830 Lin. Ft.	5.75	16,272.50
4-inch Concrete Surfacing	150 Sq. Yd.	10.00	1,500.00
Concrete Curbs, Type B-1 Modified	9,500 Lin. Ft.	2.40	22,800.00
Concrete Barrier	2,080 Lin. Ft.	15.00	31,200.00
Paved Culvert End Slopes	23 Sq. Ft.	6.10	140.30
Delineators, Type 2	75 Each	16.00	1,200.00
Delineators, Type 3	20 Each	19.00	380.00
Delineators, Type 4	5 Each	16.00	80.00
Reconstructing Concrete Manholes	5 Each	300.00	1,500.00
Furnihsing and Planting Conifer Trees	5 Each	18.00	90.00
Furnishing and Planting Deciduous Trees	14 Each	18.00	252.00
Furnishing and Planting Container Shrubs	71 Each	6.40	454.40
Bark Mulch	5 Unit	120.00	600.00
			$ 938,248.55

Anticipated Items			
Railroad Protective Cost	(46 %)	All Required	$ 30,000.00
Permanent Pavement Striping	(50 %)	All Required	4,000.00
Asphalt Cement Adjustment	(36 %)	All Required	20,000.00
On-the-Job Trainees (1 X 1,000 hrs. @ $0.80)		All Required	800.00
Work by Burlington Northern RR		All Required	200,000.00
			$ 254,800.00
		SUBTOTAL	$1,193,048.55
		Engineering	149,131.45
		TOTAL	$1,342,080.00

Structures

Type Code X280

Structure, Bridge No. 7855 B, C & D

Concrete Slope Paving	2,940 Sq. Yd.	27.00	79,380.00
Berm Paving	1,040 Sq. Yd.	28.00	29,120.00
Slope Paving Curbs	1,290 Lin. Ft.	10.00	12,900.00
			$ 121,400.00

Type Code X631

Structure, Bridge No. 16096 (Sta. "CK" 1807+88.6)

Shoring, Cribbing, Etc.		All Required	$ 13,000.00
Structure Excavation	2,300 Cu. Yd.	5.00	11,500.00
Special Wall Backfill	900 Cu. Yd.	13.00	11,700.00
Furnish Pile Driving Equipment		All Required	32,000.00
Furnish Prestressed Concrete Piling	3,534 Lin. Ft.	8.00	28,272.00
Drive Prestressed Concrete Piles	3,534 Lin. Ft.	1.00	3,534.00
Structural Concrete, Class 3300 (1,160 C.Y.)		All Required	97,000.00
Structural Concrete, Class 4500 (111 C.Y.)		All Required	48,000.00
Reinforcement (105,000 lbs. @ $0.50)		All Required	33,000.00
Coated Reinforcement (2,200 lbs. @ $0.75)		All Required	1,100.00
Structural Steel, Domestic (Alt. "A") (249,000 lbs.)		All Required	193,000.00
Pedestrian Handrail	392 Lin. Ft.	16.00	6,272.00
8-inch Half Round Deck Drain	395 Lin. Ft.	10.00	3,950.00
Membrane Waterproofing with Panels	325 Sq. Yd.	50.00	16,250.00
		Alternate "A"	$ 498,578.00
	SUBTOTAL STRUCTURES		$ 619,978.00
	Engineering		77,497.00
	TOTAL		$ 697,475.00

4-R Funding
Type Code Y003
Landscaping

Mobilization	(2 %)	All Required	$ 9,000.00
Roadside Seeding and Mulching	32 Acre	475.00	15,200.00
Furnishing and Planting Conifer Trees	245 Each	18.00	4,410.00
Furnishing and Planting Deciduous Trees	147 Each	18.00	2,646.00
Furnishing and Planting Container Shrubs	9,160 Each	6.40	58,624.00
Furnish and Planting Groundcover	4,791 Each	0.40	1,916.40
Bark Mulch	203 Unit	120.00	24,360.00
		Subtotal	$ 116,156.40
		Engineering	14,519.60
		Total	$ 130,676.00

Length of Roadway (Interstate) ------- 0.000 mi.
Length of Roadway (I-Transfer) ------- 1.007 mi.
Length of Structures ----------------- 0.000 mi.
Total 1.007 mi.

Cost of Roadway Per Mile (IX)---------$1,483,692.15

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Fed. Funds	State Funds	Other Funds
Roadway	1	042	$2,198,404.00	$2,027,368.00	$171,036.00	$ ----
Structures	1	042	1,222,950.00	1,127,804.00	95,146.00	----
Signals	1	042	104,650.00	96,508.00	8,142.00	----
Roadway	2	580	1,342,080.00	1,140,768.00	----	201,312.00
Structures	2	580	697,475.00	592,853.00	----	----
Landscaping	3	044	130,676.00	120,509.00	10,167.00	----
TOTALS			$5,696,235.00	$5,105,810.00	$284,491.00	$305,934.00

Group 1 60%; Group 2 36%; Group 3 2%; Group 8 2%
Contract No. 9568
Prefix: 624-1975 P.E.
Prefix: 624-1084 Const.

Chemawa Interchange Section
(nonparticipating)

Furnishing Mailbox Posts	6 Each	100.00	$	600.00

ROAD DESIGN-HIGHWAY DES 16

Dwayne Hofstetter
Region 2 Maintenance Engineer

October 15, 1985

Richard A. Kuehn
Final Design Engineer

Flexible Plastic Posts
Small Round Tube Type
Type 3 (For Gore Areas)
Chemawa Interchange

The 360° reflective characteristics of the Type 3 variety are specified to maintain driver observations while manuevering through a turning movement. For this reason we should continue their use.

The subject posts were inspected on Thursday, October 10, 1985. While not observed under nighttime conditions, the conditions of the posts reflective sheeting could not help but support your statements regarding their effectiveness.

This particular installation, an exit ramp, would call for W-1 & Y-1 reflective sheeting, which would be 4" wide, 360° wrap.

The strips were approximately 5½" wide on an approximate 2" diameter post. The reflective sheeting was in a highly deteriorated condition. The adhesion was failing, the material itself appeared to be failing and portions of the sheeting were completely missing. The Materials Section should ascertain if this sheeting is an approved product. If so, the supplier/manufacturer should be notified, and be given an opportunity to view this installation. If remedial, replacement efforts are accomplished, the installation should be observed to see if this installation was just a fluke or indicative of major problems with the material. If the latter, this sheeting should be considered for removal from the approved products listing. If not an approved sheeting, they should be replaced with an approved product.

I would ask the Materials Section, by a copy of this letter, to ascertain the quality and source of the sheeting. A small sample of the W-1 sheeting is attached to their copy. Once this is accomplished, you can contact the supplier, or if you prefer, Don Bedford of this office can work with you to accomplish the necessary remedial action.

RK:DB:mg

cc: Don Adams
L. E. George
Jack Sullivan w/attach. mb
John Gunter

bcc: Don Bedford

RECEIVED
OCT 16 1985
ROAD DESIGN
SECTION

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Return To

BRAND & LARSON
ATTORNEYS AT LAW
210 PIONEER TRUST BUILDING
117 COMMERCIAL STREET N.E.
SALEM, OREGON 97301

THOMAS B. BRAND
D. ERIK LARSON

TELEPHONE
(503) 371-8800

15 October 1985

Bob -
do we
just file
this in our
contract file.

YES
R

MILLS & McMILLIN
Attorneys at Law
715 Commercial Street N.E.
Salem, OR 97301

DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, OR 97310

ATTN: Robert W. Gormsen, Commission Services

RE: File No. Con 5 #9568
State of Oregon ex rel Harry P. Reid vs
RDM Constructors, Inc., et al - Marion
County #151021

Dear Friends:

Complaint in the above-entitled matter was brought by H. P. Reid against the Defendants named therein. I as the attorney for Defendant Fabricators, Inc. accepted the tender of defense from RDM Constructors, Inc. and American Insurance Company and proceeded to defend those three defendants. Windsor Island Sand & Gravel, Inc. is now a defunct corporation and default judgment was entered against it.

In due course, the matter went to trial and by Order dated August 26, 1985, a judgment was entered against the Plaintiff and in favor of the Defendants Fabricators, RDM Constructors and American Insurance Company. In due course, a judgment was entered on behalf of those three defendants against the Plaintiff for costs and attorney's fees taxed and allowed in the sum of $3,277.00.

When, as and if any recovery is ever made upon that judgment, and it looks doubtful, I will file a satisfaction on behalf of the three named Defendants.

The award on account of attorney's fees and costs was entered on October 15, 1985, and theoretically it could be appealed, although I think it unlikely that it will be appealed. If that does happen, I will notify you promptly.

If you hear nothing from me, you may assume that the appeal did not take place and you may close your files upon this affair.

I assume that Mr. Mills will notify American Insurance Company accordingly.

Very truly yours,

BRAND & LARSON

THOMAS B. BRAND

TBB:sgr
Enclosure
cc: Kathleen M. Sadowski
American Insurance Company

RECEIVED
OCT 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STATE OF OREGON, acting by and through the STATE HIGHWAY DIVISION, ex rel. HARRY P. REID, dba H. P. REID TRUCKING,	NO. 151021
Plaintiff,	
vs.	
RDM CONSTRUCTORS, INC., an Oregon Corporation; FABRICATORS, INC., an Oregon Corporation; WINDSOR ISLAND SAND & GRAVEL, INC., an Oregon corporation; AMERICAN INSURANCE COMPANY, a New Jersey Corporation, subsidiary of FIREMAN'S FUND INSURANCE COMPANY, a California Corporation;	JUDGMENT
Defendants.	

The above-entitled matter coming on before the undersigned Judge of the above-entitled Court on July 16, 1985, the Court sitting without a jury, the Plaintiff appearing in person and by and through his attorneys Garrett, Seideman, Hemann, Robertson & DeMuniz, P.C. by Mark B. Comstock, and the Defendants, RDM CONSTRUCTORS, INC., an Oregon corporation, FABRICATORS, INC., an Oregon corporation, and AMERICAN INSURANCE COMPANY, a New Jersey corporation, subsidiary of FIREMAN'S FUND INSURANCE COMPANY, a California corporation, appearing by and through ROY L. HOUCK, JR. and by their attorneys, Brand & Larson by Thomas B. Brand, and an Order of Default having been heretofore entered herein as to the Defendant WINDSOR ISLAND SAND & GRAVEL, INC., an Oregon corporation, and the trial having proceeded against the Defendants not in default, and the Court having heard the evidence, viewed the exhibits, and read the arguments submitted by the parties, and by letter order dated August 1, 1985, having entered its general finding for the Defendants not in default, all as appears from said letter, a copy of which is hereto attached and made a part hereof, and the Court being fully advised;

NOW, THEREFORE,

IT IS HEREBY ORDERED, ADJUDGED AND DECREED that Plaintiff take nothing by its Complaint against the Defendants FABRICATORS, INC., an Oregon corporation, AMERICAN INSURANCE COMPANY, a New Jersey corporation, subsidiary of FIREMAN'S FUND INSURANCE COMPANY, a California corporation, and RDM CONSTRUCTORS, INC., an Oregon corporation, and said Defendants are hereby awarded judgment in their favor for said Defendants' costs and disbursements and reasonable attorney's fees taxed and allowed in the sum of $__________.

DATED this 26th day of August, 1985, in Salem, Marion County, Oregon.

s/ Clarke C. Brown
CLARKE C. BROWN, Judge of the Circuit Court

RECEIVED
OCT 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STATE OF OREGON, acting by and through the STATE HIGHWAY DIVISION, ex rel. HARRY P. REID, dba H. P. REID TRUCKING,

Plaintiff,

vs.

RDM CONSTRUCTORS, INC., an Oregon Corporation; FABRICATORS, INC., an Oregon Corporation; WINDSOR ISLAND SAND & GRAVEL, INC., an Oregon corporation; AMERICAN INSURANCE COMPANY, a New Jersey Corporation, subsidiary of FIREMAN'S FUND INSURANCE COMPANY, a California Corporation;

Defendants.

NO. 151021

ORDER ON COST BILL

Filed
10/15/85

The above-entitled matter coming on before the undersigned Judge of the above-entitled Court on 14 October 1985, the Court sitting without a jury, the Plaintiff appearing in person and by and through his attorneys, Garrett, Seideman, Hemann, Robertson & DeMuniz, P.C. by Mark B. Comstock, and the Defendants, RDM CONSTRUCTORS, INC., an Oregon Corporation, FABRICATORS, INC., an Oregon Corporation, and AMERICAN INSURANCE COMPANY, a New Jersey Corporation, subsidiary of FIREMAN'S FUND INSURANCE COMPANY, a California corporation, appearing by and through their attorneys, Brand & Larson by Thomas B. Brand, upon the Cost Bill submitted and affidavit of attorney and the objection to the Cost Bill heretofore filed herein, and the Court having received the Memorandum in opposition to Defendant's request for attorney's fees and having heard the testimony of the Plaintiff and the testimony of Thomas B. Brand, the attorney for the Defendants above-named, and the Court having heard arguments of counsel and being fully advised,

NOW, THEREFORE,

IT IS HEREBY ORDERED that the objections of the Plaintiff as to the reasonableness of attorney's fees are sustained in part and a reasonable attorney's fee to be allowed the Defendants above-named is determined to be $100.00 per hour for a total of 32.3 hours and a total attorney's fee of $3,230.00, and the Defendants above-named are hereby allowed on account of costs and disbursements the appearance fee of $39.00, notary fee $2.00, and witness fee of $6.00, plus the attorney's fee of $3,230.00, for a total judgment on account of costs, disbursements and attorney's fees of $3,277.00, taxed and allowed by the Court.

Dated this 14 day of October, 1985, as of 14 October 1985 at Salem, Marion County, Oregon.

CLARKE C. BROWN, Judge of the
Circuit Court

RECEIVED
OCT 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
CONSTRUCTION ENGINEER

DATE: 9-26-85

CON 2

SUBJECT Material Quality Review

In response to Jerry Wimer's memo dated 8-29-85, the following is a status report of projects completed prior to 5-1-85.

Contract No.	Project Name	Second Notification	Status
9469	Nehalem River Br.	11-14-84	PCC low strengths being reviewed by PM for price adjustment.
9568	Chemawa Intrchg.	10-2-84	Test Result Summary and material price adjustment being reviewed by PM.
9619	Chemawa Int.- Pine Street	1-16-85	Test Result Summary being reviewed by PM.
9651	Linn Co. Line - Suttle Lake	11-2-84	Final Payment has been made
9843	Cronin Creek -	11-14-84	Records submitted to (Foss Rd.) Br. Construction.
9852	Willamette River (Independence) Br.	2-15-85	Contractor claim pending; being reviewed by PM.

Kenneth E. Husby
REGION CONSTRUCTION ENGINEER

NOTED
W. E. SCHWARTZ

KEH:RET:lg
cc: ✓ W.E. Schwartz
Bill Piete - Expedite your review and submit ASAP.
Ken Stoneman - Expedite your review and submit ASAP.
0926L3

RECEIVED
STATE HWY ENGR
SEP 30 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

April 8, 1985

IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project I-IR-IX-5-5(77)26 & IX-1525(3)
Chemawa Interchange - Order for Force Work No. 3

We have reviewed the proposed Order No. 3 for the subject project.

Sign installation with project funds is limited to the Industrial Park Area and Chemeketa Community College signing at the new Chemawa Interchange. The ocean beaches signing proposed at the Hayesville Interchange, the Battle Creek Interchange, on Highway 99E, and Liberty Street in Salem is outside the project limits and is not eligible for Federal funds.

Estimate for signing costs at the Chemawa Interchange is $8,800 with Federal participation amounting to approximately $8,115.

An advance authorization date of December 20, 1984 is confirmed.

Sincerely yours,

G. K. Hosner
for Dale E. Wilken
Division Administrator

cc:
OSHD (H. H. Patterson, Construction)

WES
TAA
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RND

cy: Patter
4-11-85

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO
FOR

Info	Interest	R/D	D/R	Sign	Act	File

CL 1985 - C039

FILED
MAR 7 1985
BARBARA ROBERTS
SECRETARY OF STATE

CON 5
#9568

March 5, 1985

Clarke Electric, Inc.
450 West 5th Avenue
P.O. Box 10326
Eugene, OR 97440

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated February 28, 1985, concerning the following Highway Division contract:

FILED BY:	Clarke Electric, Inc.
AMOUNT:	$2,026.99 plus late charges
AGAINST (Prime contractor)	RDM Constructors, Inc.
CONTRACT NO.:	9568
PROJECT:	Chemawa Interchange Section, Pacific Highway, Marion County
SURETY:	The American Insurance Company
AGENT:	Kathleen M. Sadowski

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

3-20-85 gr

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: RDM Constructors, Inc.
P.O. Box 3018
Salem, OR 97302

The American Insurance Co.
Att: Fidelity and Surety
Dept. P. O. Box 3825
Portland, OR 97208

bc: Secretary of State -
Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Clarke Electric, Inc.

450 West 5th Avenue P.O. Box 10326 Eugene, OR 97440 (503) 342-7788

February 28, 1985

Oregon State Highway Dept.
121 Transportation Blvd.
Salem, OR 97310

ATTN: Robert Gormsen

SUBJECT: Notice of Lien

Mr. Gormsen:

This letter will serve as Clarke Electric, Inc.'s "Notice of Lien" against Morrow Construction, also known as Mocon Corp. and R.D.M. Constructors, on Contract #9568 for outstanding invoices totaling $2,026.99 plus accumulating late charges of 3% per month, on the Chemawa Interchange project.

Thank you,

CLARKE ELECTRIC, INC.

Nancy Anne Cathey

Nancy Anne Cathey
Vice President

NAC:pks

cc: Morrow Construction

RECEIVED
MAR 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-IX-5-5(77)260
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Marion
3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00080
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/84
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1
10. GENERAL LOCATION: Chemawa Interchange
11. GENERAL DESCRIPTION OF WORK Mow appropriate areas prior to opening project to traffic
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/27/84 as requested in Mr. Fredrickson's letter of 1/4/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 13 is approved for a TEC of $1,800; Federal Funds $1,660.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 1/14/85
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Salem

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: D. O. Christensen
Region 2 Engineer

DATE: October 15, 1984

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Salem Parkway Bicycle/Pedestrian Path
Chemawa Road-Cherry Avenue Section
Salem Parkway

Correspondence by Richard W. Schmid to Ron Merry dated September 9, 1984 and a follow-up letter by D. O. Christensen to Marlin D. Brinkley dated October 9, 1984 refer to the subgrade and surfacing design on this project and a project previously constructed on State Street.

The statement that the State Street path is over ten years old and still in good condition apparently is the criteria being used to establish the surfacing design for future paths.

In the spring of 1980, a sewer line under city contract was installed adjacent to the State Street Bike Path from the crossing at Mill Creek to the I-5 structure. The contractor used the bike path for a haul road and a foundation for his excavation. The surfacing of the bike path was completely broken up and was overlayed in the summer of 1980.

Due to the fact that the surfacing on the State Street Bike Path is only four years old rather than ten years old, it may be necessary to reevaluate surfacing designs before making a final decision.

FET:RPS:ge

cc Ralph Lambert
Ronald J. Merry
Dave Chamness
Cliff Lehman
Hal Versteeg
Rosalyn A. Daniels
Robert Hansen
Richard Schmid
John Gunter

1 Versteeg ✓
2 Anderson
Adams
[illegible]
Edwards ✓
3 Terpin
Trout
Wakerlig

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OCT 16 1984
ROAD DESIGN SECTION

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Action

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

1 Versteeg
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Edwards ✓
2 Terpin
Trout
Wakerlig

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OCT 10 1984
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SECTION

3. Grassman
In Reply Refer To
File No.:
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Action

October 9, 1984

City Of Salem
325 City Hall
555 Liberty St.
Salem, OR 97301

Attn: Marlin D. Brinkley, P.E.
City Engineer

Subj: Salem Parkway Pedestrian/Bike Path
Chemawa Road-Cherry Avenue Section
Salem Parkway
Marion County
Your File: W.O. #77 0 355
Contract Nos. 9491 & 9568
324-1079 & 624-1084

This is in reply to your letter dated September 27, 1984, with its attachments pointing out deficiencies in the above-captioned pedestrian bikeway.

As a result of the field inspection by the Salem Area Transportation Bicycle Advisory Committee on September 11, 1984, the State has taken the following action regarding the deficiencies detailed in Richard Schmidt's letter to Ron Merry dated September 19, 1984:

> Holes in the Pavement-- We have reviewed this carefully and the holes in the pavement have all been repaired by either State or contract forces.
>
> With regard to your comment about the method of construction used on this bikeway compared to the State Street bikeway, there is no question that the State Street design of four inches of aggregate base topped

Grassman
REFERRED TO
See me
By Location Engineer

734-1867 (3-84)

with two inches of Class "C" asphaltic concrete is superior to the six inches of cement treated soil topped with three inches of Class "C" asphaltic concrete. This office will recommend aggregate base under all future bikeways in Region 2.

Vegetation Growing through the Pavement-- There is no question that this is becoming a problem on the main bikeway and State forces have sprayed the area and will monitor the surface condition in the future.

Side Street Connectors-- These have all been sprayed with soil sterilant and repaired by State forces.

Claggett Creek Crossing-- This was repaired by State Forces and it will be monitored to correct any problems in the future.

Culvert Crossing-- The Culvert Crossing has been repaired and is now safe for the cyclist.

Landscape Maintenance-- The weeds and long grass throughout the above-captioned section has been mowed and will be maintained in a satisfactory condition in the future.

New Bikeway Section-- The section of the Bikeway constructed under Contract #9568 has been corrected by the contractor to meet the State's specifications.

The Bikeway as constructed now meets the plans and specifications prepared by the State for these projects. The resulting product is not satisfactory with the State and it is apparent changes in the design and specifications are appropriate. In the future, bikeways constructed in Region 2 will follow the standard used on the State Street Project, which included two inches of Class C asphaltic concrete, four inches of aggregate base and soil sterilant on the subgrade.

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
D. O. Christensen
REGION ENGINEER

DOC/TWL:vlw

cc: Ralph Lambert
Ronald J. Merry
Dave Chamess
Cliff Lehman
Hal Versteeg
Rosalyn A. Daniels
Robert Hansen
Richard Schmidt
Ken Karnosh
John Gunter

95-1 CL84-195

bc: Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 11, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9568

Farwest Rebar Co.
PO Box 889
Eugene, OR 97440

Attention: Charles W. Cooley
Treasurer

Gentlemen:

This will acknowledge your Notice of Claim dated September 25, 1984, concerning the following Highway Division contract:

FILED BY:	Farwest Rebar Co.
AMOUNT:	$7,058.93
FOR:	Material
AGAINST (Prime contractor)	RDM Constructors, Inc.
SUBCONTRACTOR:	R. E. Smith Co.
CONTRACT NO.:	9568
PROJECT:	Chemawa Interchange Section, Pacific Highway, Marion County
SURETY:	The American Insurance Co.
AGENT:	Kathleen M. Sadowski

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10-18-84
kjm

cc: RDM Constructors, Inc.
PO Box 3018
Salem, OR 97302

Kathleen M. Sadowski
1605 Liberty St., SE
Salem, OR 97302

The American Insurance Co.
Attn: Fidelity and Surety Dept.
PO Box 3825
Portland, OR 97208

FARWEST REBAR CO.

P. O. Box 889
EUGENE, OREGON 97440
(503) 726-7323

NOTICE OF CLAIM

(Oregon Public Works)

To: Oregon Department of Transportation
Attn: Robert Gormsen, Commission Services
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned FARWEST REBAR CO. has a claim for Furnishing Fabricated Reinforcing Steel, F.O.B. Jobsite by Farwest Rebar Co. in the sum of Seven Thousand Fifty-Eight Dollars and Ninety-Three Cents ($7,058.93) against the bond taken from RDM Constructors, Inc., as principal and American Insurance Company, as surety or sureties, for the work on Contract No. OSHD 9568, Chemawa Interchange Section, Pacific Highway, Marion County, near Salem, Oregon.

Dated this 25th day of September, 1984.

FARWEST REBAR CO.
P.O. Box 889
Eugene, Oregon 97440

Charles W. Cooley
Treasurer

CERTIFIED
P 714 009 471
MAIL

RECEIVED
SEP 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST REBAR CO.

P. O. Box 889
EUGENE, OREGON 97440
(503) 726-7323

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

STATE OF OREGON)
) ss.
Lane County)

TO: RDM Constructors, Inc.
P.O. Box 3018
Salem, OR 97302

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST REBAR CO., has a claim in the sum of Seven Thousand Fifty-Eight Dollars and Ninety-Three Cents ($7,058.93) due against the bond taken from RDM Constructors, Inc., as principal, and American Insurance Company, as surety, for the work or labor and materials performed or furnished by me on Chemawa Interchange Section, Pacific Highway, Marion County, near Salem, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Fabricated Reinforcing Steel as per Plans and Specs
Furnished F.O.B. Jobsite

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

OSHD Contract No. 9568
Chemawa Interchange Section
Pacific Highway
Marion County near Salem, Oregon

That said materials and/or labor were furnished to and received by R. E. Smith Co. with authority to receive the same and that a claim for payment therefore is hereby asserted against you;

That the last performance of labor and/or furnishing of materials by the undersigned was on the 4th day of May, 1984, which labor was performed and/or materials were furnished as follows:

Fabricated Reinforcing Steel

RECEIVED
SEP 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY

You are hereby notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 25th day of September, 1984.

FARWEST REBAR CO.
P.O. Box 889
Eugene, Oregon 97440

Charles W. Cooley
Treasurer

RECEIVED
SEP 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY

FARWEST STEEL

DATE: July 23, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Chemawa Interchange Section
Pacific Highway, Marion County
Contract 9568

This federal-aid construction project is nearly finished with completion anticipated in September 1984 and it now appears that the final cost will exceed the project authorization by $462,500 or [illegible] percent.

Insufficient material was available from roadway excavation to construct the embankments, necessitating the use of a borrow area and additional stone embankment material. Unstable foundations required additional foundation excavation, stone embankment material, salvage and reinstallation of a 48-inch storm sewer pipe, and repair of some of the stage surfacing on Chemawa Road. This work added approximately $124,400 to the cost of the project.

Enhancement of safety and aesthetics dictated the need to extend fencing between the Parkway and the bicycle path, to screen a junkyard, to finish and paint the existing freeway bridges, and to overlay the westerly section of Chemawa Road. These items added nearly $[illegible] to the cost of the project.

Soils in the project area are highly erodible and additional sediment barriers were used in an attempt to control erosion. Despite these extra measures, considerable erosion did occur and required repair. These measures added $[illegible] to the cost of the project.

Additional flagging has been required for adequate protection of the public, workers and equipment where construction operations conflict with Chemawa Road traffic. This work is expected to add approximately $35,000 to the cost of the project.

Temporary relocation and restoration of power transmission line was necessary in order to construct the project. Funds for this work were inadvertently omitted from the project authorization. The cost of this work is estimated to be $30,360.

Construction engineering costs for the project are expected to increase proportionately to properly moniter, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $462,300 to a new total of $6,197,647.79. This matter will be on the consent calendar for the July 31 meeting.

HHP:mk sl

bc Fred D. Miller V. E. Skoog
R. W. Gormsen D. S. Christensen
C. O. Fredrickson George Bell

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 19, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Chemawa Interchange Section
Pacific Highway, Marion County
Contract No. 9568

This federal aid construction project is nearly finished with completion anticipated in September, 1984, and it now appears that the final cost will exceed the project authorization by $462,500.00 or 8.1 percent.

Insufficient material was available from roadway excavation to construct the embankments, necessitating the use of a borrow area and additional stone embankment material. Unstable foundations required additional foundation excavation, stone embankment material, salvage and reinstallation of a 48-inch storm sewer pipe, and repair of some of the stage surfacing on Chemawa Road. This work added approximately $124,400 to the cost of the project.

Enhancement of safety and aesthetics dictated the need to extend fencing between the Parkway and the bicycle path, to screen a junkyard, to finish and paint the existing freeway bridges, and to overlay the westerly section of Chemawa Road. These items added nearly $99,000.00 to the cost of the project.

Soils in the project area are highly erodible and additional sediment barriers were used in an attempt to control erosion. Despite these extra measures, considerable erosion did occur and required repair. These measures added $60,700.00 to the cost of the project.

Additional flagging has been required for adequate protection of the public, workers and equipment where construction operations conflict with Chemawa Road traffic. This work is expected to add approximately $35,000.00 to the cost of the project.

Temporary relocation and restoration of power transmission line was necessary in order to construct the project. Funds for this work were inadvertently omitted from the project authorization. This cost of this work is estimated to be $30,360.00

Construction engineering costs for the project are expected to increase proportionately to properly moniter, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $462,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

Attach.
cc: D. O. Christensen
K. O. Karnosh
B. M. Walton
W. F. Cobine

81-125-1387

Contains Recycled Materials

ROAD DESIGN SECTION 378-6558

D. O. Christensen
Region 2 Engineer, SALEM

April 30, 1984

W. H. Wakerlig
Right of Way Descriptions Supervisor

Chemawa Interchange Section
Right of Way Survey
Salem Parkway Highway
Marion County

We are forwarding herewith a reproducible map (9B-7-13) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section or Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By: Vince Carrow
Vince Carrow
Sr. Design Draftsman

VC:rlr
Attachment

T5 8 CL 84-40

FILED

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 15, 1984

IN REPLY REFER TO
FILE NO.

CON 5
#9568

Belliger Hampton & Tarlow
Attorneys at Law
1600 S.W. Cedar Hills Boulevard
Suite 102
Portland, OR 97225

Attention: Bruce Schafer

Gentlemen:

This will acknowledge your letter dated January 30, 1984, with attached Notice of Amended Claim concerning the following Highway Division contract:

FILED BY:	Atlas Iron Works, Inc.
AMOUNT:	$39,175 plus interest at 12% per annum from August 12, 1983
FOR:	Materials furnished and installed
AGAINST (Prime contractor):	RDM Constructors, Inc.
CONTRACT NO.:	9568
PROJECT:	Chemawa Interchange Section, Pacific Highway, Marion County
SURETY:	The American Insurance Co.
AGENT:	Kathleen M. Sadowski

We will advise the surety, agent, and the contractor of the receipt of this amended claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: RDM Constructors, Inc.
P. O. Box 3018
Salem, OR 97302

American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

3-8-84 dc

Kathleen M. Sadowski
1605 Liberty St., S.E.
Salem, OR 97302

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Previous claim filed 1-18-84 with your #CL-83-258.

ATTORNEYS AT LAW

[redacted]

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
KEITH W. GRIFFEN
JOHN S. CAVANAGH
BRUCE L. SCHAFER
E. ANDREW JORDAN

BILL MOSHOFSKY
OF COUNSEL

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171
TELEX: [illegible] INTERPULSE PTL

January 30, 1984 **CERTIFIED MAIL**

Robert W. Gormsen, Commission Services
State of Oregon
Department of Transportation
135 Transportation Building
Salem, OR 97310

Re: RDM Constructors, Inc./Atlas Iron Works, Inc.
Chemawa Interchange
Contract No. 9568
Bond No. SC 6386165

Re: CON 5 No. 9568
Atlas Iron Works, Inc./RDM Constructors, Inc.

We represent Atlas Iron Works, Inc. with respect to its claim for unpaid sums on the Chemewa Interchange, Pacific Highway, Marion County Project.

Enclosed are Notice of Amended Claim in the captioned matter, copy of Notice of Amended Claim against bond and copies of demand letters to RDM Constructors, Inc. and American Insurance Company. The Claim is amended from the Claim sent to you on December 27, 1983 to provide for 12% interest from August 12, 1983.

Very truly yours,

BOLLIGER, HAMPTON & TARLOW

BRUCE LEE SCHAFER

BLS/ss/4008H

Enclosures

cc: Atlas Iron Works, Inc.

RECEIVED
FEB 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P 461 943 506
MAIL

NOTICE OF AMENDED CLAIM

TO: SECRETARY OF TRANSPORTATION
State of Oregon
Salem, OR 97310

RE: Chemawa Interchange
OSHD Contract No. 9568
RDM Constructors, Inc./Atlas Iron Works, Inc.
Bond No. SC 638 6165

NOTICE is hereby given that the undersigned, Atlas Iron Works, Inc., has a claim for structural steel girders and other related materials furnished and installed by Atlas Iron Works, Inc. in the sum of $39,175.00, plus interest at 12% per annum from August 12, 1983 against the bond taken from American Insurance Company, as surety, and RDM Constructors, Inc., as principal, for the work on the Chemawa Interchange Bridge, Contract No. 9568, Bridge No. 16096.

ATLAS IRON WORKS, INC.

By
Title: Corporate Credit Mgr

RECEIVED
FEB 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ATTORNEYS AT LAW

BOLLIGER
HAMPTON
& TARLOW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
KEITH W. GRIFFEN
JOHN S. CAVANAGH
BRUCE L. SCHAFER
E. ANDREW JORDAN

BILL MOSHOFSKY
OF COUNSEL

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171
TELEX: 360401 INTERPULSE PTL.

January 30, 1984

Robert D. Morrow, Jr.
RDM Constructors, Inc.
P. O. Box 3018
Salem, OR 97302

Re: RDM Constructors, Inc./Atlas Iron Works, Inc.
Chemawa Interchange
Contract No. 9568
Bond No. SC 6386165

Gentlemen:

We represent Atlas Iron Works, Inc. with respect to its claim for unpaid sums on the Chemawa Interchange, Pacific Highway, Marion County Project.

Enclosed you will find a copy of the Notice of Amended Claim sent to the American Insurance Company, and the Notice of Amended Claim sent to the State of Oregon, Department of Transportation on behalf of Atlas Iron Works, Inc.

As you can see, the Claim has been amended to provide for 12% interest from August 12, 1983.

Demand is hereby made on RDM Constructors, Inc. to pay Atlas Iron Works, Inc. the sum of $39,175.00, together with interest at 12% per annum from August 12, 1983. The total amount due as of January 25, 1984 is $41,325.87, with interest accruing at the rate of $12.88 per day thereafter.

If payment of the principal sum plus interest has not been made to Atlas Iron Works by February 10, 1984, an action against RDM Constructors, Inc. and American Insurance Company will be filed in Multnomah County Circuit Court on behalf of Atlas Iron Works, Inc. for all sums due Atlas Iron Works, Inc. on this subcontract.

Very truly yours,

BOLLIGER, HAMPTON & TARLOW

BRUCE LEE SCHAFER

RECEIVED
FEB 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BLS/ss/4013H
Enclosures
cc: Atlas Iron Works, Inc.

ATTORNEYS AT LAW

BOLLIGER
HAMPTON
& TARLOW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
KEITH W. GRIFFEN
JOHN S. CAVANAGH
BRUCE L. SCHAFER
E. ANDREW JORDAN

BILL MOSHOFSKY
OF COUNSEL

January 30, 1984

CERTIFIED MAIL

American Insurance Company
121 S. W. Salmon
Portland, OR 97204

Re: RDM Constructors, Inc./Atlas Iron Works, Inc.
Chemawa Interchange
Contract No. 9568
Bond No. SC 6386165

Gentlemen:

Enclosed you will find the Notice of Amended Claim that Atlas Iron Works, Inc. has filed against the surety bond on the Chemawa Interchange, Pacific Highway, Marion County Project, in which the prime contractor is RDM Constructors, Inc.

We have filed a Notice of Amended Claim with the State of Oregon, Department of Transportation, a copy of which is attached hereto. The claim has been amended from the claim dated December 27, 1983 to provide for 12% interest from August 12, 1983.

Also enclosed is a copy of Atlas Iron Works' amended demand for payment from RDM Constructors, Inc. If payment in full is not received by February 10, 1984, Atlas Iron Works, Inc. will commence an action on both the subcontract and the bond.

Very truly yours,

BOLLIGER, HAMPTON & TARLOW

BRUCE LEE SCHAFER

BLS/ss/4010H

Enclosures
cc: Atlas Iron Works, Inc.

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171
TELEX: 360401 INTERPULSE PTL

RECEIVED
FEB 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF AMENDED CLAIM

TO: AMERICAN INSURANCE COMPANY
121 S. W. Salmon, Suite 900
Portland, OR 97204

RE: Chemawa Interchange
OSHD Contract No. 9568
RDM Constructors, Inc./Atlas Iron Works, Inc.
Bond No. SC 638 6165

NOTICE is hereby given that the undersigned, Atlas Iron Works, Inc., has a claim for structural steel girders and other related materials furnished and installed by Atlas Iron Works, Inc. in the sum of $39,175.00, plus interest at 12% per annum from August 12, 1983 against the bond taken from American Insurance Company, as surety, and RDM Constructors, Inc., as principal, for the work on the Chemawa Interchange Bridge, Contract No. 9568, Bridge No. 16096.

ATLAS IRON WORKS, INC.

By______________________________
Title:_____________

RECEIVED
FEB [illegible] 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2/7/84

Harry P. Reid
696 CORDON RD. S.E.
SALEM, ORE. 97301

Robert Gormsen
Dept. of Transportation Bldg.
Rm 121
Salem, Oregon 97310

Re: Project #9568
Chemawa Interchange

Dear Mr. Gormsen:

This is to acknowledge your letter of Dec. 12th, 1983 and to let you know that we appreciate your effort and time on our behalf.

I understand now that Bank of Oregon has taken over Mr. Stadeli's lease of Windsor Island Sand & Gravel and also his holdings on Jones Pit where we stock piled 15,000 yds of pit run. We have filed a lien on the Jones Pit.

We have retained a Mr. Mark Constock to also help us reclaim some of our losses. He has time cards of our records showing pit run hauled to the crusher and same rock crushed and stock piled by our drivers that was applied to the Chemawa Rd. Interchange. We think we should have been paid for this mechanic and wage claim on some of the bonding.

I read in the papers where Bank of Oregon will have a sale on assets of Windsor Island and was wondering where this will leave us. We still believe some where along the way we should be paid on someones bonding. With the gross amount of wages, repairs to trucks, fuel, etc paid out it has left us with nothing to operate on. With many bills to be paid, we sincerely appreciate everything you have done and can do to help us out.

Thanks Very Much,

Harry P. Reid
H. P. Reid

RECEIVED
FEB 9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

claim filed 12-6-83
RWG called them +
discussed above

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626 TOLL FREE 1-800-452-7813

January 30, 1984

John Duerst, Chairman
Marion Soil and Water Conservation District
1659 25th Street SE
Salem, OR 97302

Subject: Drainage Conditions
Chemawa Interchange
Pacific Interstate Highway

Thank you for writing January 3, 1984, and offering the services of the Marion Soil and Water Conservation District staff. Also, for bringing Fred Gelderman and Allen Youse and meeting with Project Manager Ken Karnosh, his inspector, Dan Olson and myself January 26. We discussed the three items you wrote about as follows:

1. This outlet ditch is a natural drainage course that has been improved. The new interchange does not add any drainage areas to the natural drainage area feeding this ditch. Because of the paved roadway, the rate of run-off will increase. We will make certain no silts are carried from our project into this natural drainage course. We are also investigating State ownership and Mr. Karnosh will contact Mr. Gelderman to coordinate any work necessary by the State. He will also obtain a copy of any seeding specifications Mr. Gelderman might propose.

2. The area on the northerly side of Chemawa Road, between I-5 and the SPTC tracks will be reshaped and reseeded next summer to restore historical drainage patterns and eliminate the slight ponding presently occurring.

3. The erosion on the fill slopes on the northwest quadrant of this interchange will be restored next spring when the cul-de-sac is reconstructed. At that time positive drainage will be established to eliminate potential ponding and reestablish within State right of way drainage to the historical drainage course described in Item #1.

21-84

RECEIVED
TECHNICAL SERVI
31 '84
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

734-1867

When this interchange construction project is complete, drainage to the natural courses will be reestablished and ponding eliminated. Any disturbed areas will be reseeded and if further follow-up measures are necessary these will be taken. We do appreciate your offer of assistance and will look forward to receiving Mr. Gelderman's recommendations through Mr. Karnosh.

Again, thank you for taking the time to meet and your offer of assistance.

G. W. Wimer
REGION CONSTRUCTION ENGINEER

cc: Ken Karnosh

bc: H. S. Coulter
W. E. Schwartz
~~E.~~ S. Hunter
C. O. Fredrickson

CL 83-258

VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 1[illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

January 16, 1984

IN REPLY REFER TO
FILE NO.:
CON 5
#9568

Bolliger, Hampton & Tarlow
Attorneys at Law
1600 S.W. Cedar Hills Blvd., Suite 102
Portland, OR 97225

Attention: Bruce Lee Schafer

Gentlemen:

This will acknowledge your letter of December 27, 1983, and a Notice of Amended Claim on behalf of Atlas Iron Works, Inc., concerning the following Highway Division contract:

FILED BY:	Atlas Iron Works, Inc.
AMOUNT:	$39,175 plus interest
FOR:	Materials furnished and installed
AGAINST (Prime contractor):	RDM Constructors, Inc.
CONTRACT NO.:	9568
PROJECT:	Chemawa Interchange, Pacific Highway, Marion County
SURETY:	The American Insurance Co.
AGENT:	Kathleen M. Sadowski

We will file this claim with the Secretary of State. We note that you have notified the contractor and his surety.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
1-20-84
-kjm

cc: RDM Constructors, Inc.
P. O. Box 3018
Salem, OR 97302

A. G. Sadowski Company
1605 Liberty St., S.E.
Salem, OR 97302

American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

ATTORNEYS AT LAW

BOLLIGER
HAMPTON
& TARLOW

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
FREDERICK S. CARMAN
KEITH W. GRIFFEN
JOHN S. CAVANAGH
BRUCE L. SCHAFER

BILL MOSHOFSKY
OF COUNSEL

1600 S.W. CEDAR HILLS BLVD.
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171
TELEX: 360401 INTERPULSE PTL

December 27, 1983

CERTIFIED MAIL

Robert W. Gormsen, Commission Services
State of Oregon
Department of Transportation
135 Transportation Building
Salem, OR 97310

RE: RDM Constructors, Inc./Atlas Iron Works, Inc.
Chemawa Interchange
Contract No. 9568
Bond No. SC 6386165

Re: CON 5 No. 9568
Atlas Iron Works, Inc./RDM Constructors, Inc.

We represent Atlas Iron Works, Inc. with respect to its claim for unpaid sums on the Chemewa Interchange, Pacific Highway, Marion County Project.

Enclosed are Notice of Amended Claim in the captioned matter, copy of Notice of Claim against bond and copies of demand letters to RDM Constructors, Inc. and American Insurance Company.

Very truly yours,

BOLLIGER, HAMPTON & TARLOW

BRUCE LEE SCHAFER

MEP/jga/2721H

Enclosures

cc: Atlas Iron Works, Inc.

CERTIFIED
P26 1130832
MAIL

RECEIVED
DEC 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF AMENDED CLAIM

TO: SECRETARY OF TRANSPORTATION
State of Oregon
Salem, OR 97310

RE: Chemawa Interchange
OSHD Contract No. 9568
RDM Constructors, Inc./Atlas Iron Works, Inc.
Bond No. SC 638 6165

NOTICE is hereby given that the undersigned, Atlas Iron Works, Inc., has a claim for structural steel girders and other related materials on furnished and installed by Atlas Iron Works, Inc. in the sum of $39,175.00 plus interest at 9% per annum from August 12, 1983 against the bond taken from American Insurance Company, as surety, and RDM Constructors, Inc., as principal, for the work on the Chemawa Interchange Bridge, Contract No. 9568, Bridge No. 16096.

ATLAS IRON WORKS, INC.

By: JHustolo
Title: corporate Credit Manager

RECEIVED
DEC 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: AMERICAN INSURANCE COMPANY
121 S. W. Salmon, Suite 900
Portland, OR 97204

RE: Chemawa Interchange
OSHD Contract No. 9568
RDM Constructors, Inc./Atlas Iron Works, Inc.
Bond No. SC 638 6165

NOTICE is hereby given that the undersigned, Atlas Iron Works, Inc., has a claim for structural steel girders and other related materials furnished and installed by Atlas Iron Works, Inc. in the sum of $39,175.00 plus interest at 9% per annum from August 12, 1983 against the bond taken from American Insurance Company, as surety, and RDM Constructors, Inc., as principal, for the work on the Chemawa Interchange Bridge, Contract No. 9568, Bridge No. 16096.

ATLAS IRON WORKS, INC.

By: JHustolo
Title: Corporate Credit Manager

RECEIVED
DEC 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OLLIGER
AMPTON
&TARLOW
OFESSIONAL CORPORATION

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR E. TARLOW
FREDERICK S. CARMAN
KEITH W. GRIFFEN
JOHN S. CAVANAGH
BRUCE L. SCHAFER

BILL MOSHOFSKY
OF COUNSEL

0 S.W. CEDAR HILLS BLVD.
SUITE 102
ORTLAND, OREGON 97225
ELEPHONE (503) 641-7171
X: 360401 INTERPULSE PTL.

December 20, 1983

Robert D. Morrow, Jr.
RDM Constructors, Inc.
P.O. Box 3018
Salem, OR 97302

RE: RDM Constructors, Inc./Atlas Iron Works, Inc.
Chemawa Interchange
Contract No. 9568
Bond No. SC 6386165

Dear Mr. Morrow:

We represent Atlas Iron Works, Inc. with respect to its claim for unpaid sums on the Chemawa Interchange, Pacific Highway, Marion County Project.

Enclosed you will find a copy of the Notice of Claim sent to the American Insurance Company, and the amended Notice of Claim sent to the State of Oregon, Department of Transportation on behalf of Atlas Iron Works, Inc.

Demand is hereby made on RDM Constructors, Inc. to pay Atlas Iron Works, Inc. the sum of $39,175.00, together with interest at 9% per annum from August 12, 1983. The total amount due as of December 15, 1983 is $40,392.11 with interest accruing at the rate of $9.66 per day thereafter.

If payment of the principal sum plus interest has not been made to Atlas Iron Works by January 6, 1984, an action against RDM Constructors, Inc. and American Insurance Company will be filed in Multnomah County Circuit Court on behalf of Atlas Iron Works, Inc. for all sums due Atlas Iron Works, Inc. on this subcontract.

Very truly yours,

BOLLIGER, HAMPTON & TARLOW

RECEIVED
DEC 26 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BRUCE LEE SCHAFER

BLS/jga/2425H

Enclosure

cc: Atlas Iron Works

OLLIGER
AMPTON
TARLOW
OFESSIONAL CORPORATION

RALPH BOLLIGER
LEWIS B. HAMPTON
ARTHUR L. TARLOW
FREDERICK S. CARMAN
KEITH W. GRIFFEN
JOHN S. CAVANAGH
BRUCE L. SCHAFER

BILL MOSHOFSKY
OF COUNSEL

S.W. CEDAR HILLS BLVD
SUITE 102
PORTLAND, OREGON 97225
TELEPHONE (503) 641-7171
TX: 360401 INTERPULSE PTL

December 20, 1983

CERTIFIED - RETURN RECEIPT

American Insurance Company
121 S. W. Salmon
Portland, Oregon

RE: RDM Constructors, Inc./Atlas Iron Works, Inc.
Chemawa Interchange
Contract No. 9568
Bond No. SC 6386165

Gentlemen:

Enclosed you will find the Notice of Claim that Atlas Iron Works, Inc. has filed against the surety bond on the Chemawa Interchange, Pacific Highway, Marion County Project, in which the prime contractor is RDM Constructors, Inc. Copies of this Notice of Claim have also been sent to State of Oregon, Department of Transportation and RDM Constructors, Inc. We have filed a notice of amended claim with the State of Oregon, Department of Transportation, a copy of which is attached hereto.

Also enclosed is a copy of Atlas Iron Works demand for payment from RDM Constructors, Inc. If payment in full is not received by January 6, 1984, Atlas Iron Works, Inc. will commence an action on both the subcontract and the bond.

Very truly yours,

BOLLIGER, HAMPTON & TARLOW

BRUCE LEE SCHAFER

BLS/jga/2424H

Enclosure

cc w/enc: State of Oregon
Department of Transportation

cc w/enc: RDM Constructors, Inc.

cc w/enc: Atlas Iron Works, Inc.

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 9, 1984

John Duerst, Chairman
Marion Soil and Water Conservation District
1659 25th Street, S.E.
Salem, OR 97302

DES 16

Chemawa Road-Interstate 5 Interchange

Your January 3 letter expressed some concern that the interchange construction at Chemawa Road and Interstate 5 posed some threat of erosion to agricultural land and some potential residential problems.

This is to acknowledge receipt of your letter and advise you that Mr. C. O. Fredrickson, Region Engineer, 107 East Salem Highway Building, phone 378-2626, will be contacting you in the very near future to discuss your concerns.

We appreciate your offer of providing technical expertise in helping to solve any problems which construction of the interchange may have caused.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

bc H. S. Coulter
C. O. Fredrickson (enc.) - Please contact Mr. Duerst as soon as possible in order that any changes in drainage or erosion control required to satisfy the Board's concerns can be incorporated in the 1984 construction season.

Marion Soil and Water Conservation District

1659 25TH S.E. • SALEM, OR 97302 • PHONE 399-5746

RECEIVED
STATE HWY ENGR

JAN 6 '84

REFER TO
1 Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

cy Fredrickson
S. [illegible]

cy HSC

January 3, 1984

Director, Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Gentlemen:

The Board of the Marion Soil & Water Conservation District wants to express our deep concern about the severe erosion threat to agricultural land and potential residential problems being created by the construction of the Chemawa - Interstate 5 interchange. The areas of concern are indicated on the enclosed aerial photo.

1. The outlet ditch about 1325 feet to the north of the Chemawa Rd. overpass flows in a NE direction for nearly 900feet before the runoff goes into a drainage ditch constructed by the landowner, Gene Biggins. The District feels that the increased flow from the Interchange will create additional drainage and pollution problems for the unique Class IIIw soil on this farm.

2. The second area is the ponding that is occuring on the north side of Chemawa Road adjacent to the railroad and Gene Biggins' farm. This constantly wet condition will cause a potential drainage problem to the nearby agricultural land.

3. The third area is on the north side of the I-5 Chemawa overpass and newly constructed off ramp. Our concern is for the loss of soil and resultant displaced material. We question if the erosion has severely weakened the earth embankment, undermining the structural integrity of the hill and posing a threat to the home owners at or near the toe of the embankment. Where will all the excess water drain, and through what facilities? What of the potential for a high water table causing foundation problems for homes and a mosquito nuisance?

The Marion SWCD would like to extend to the Highway Department an offer of technical expertise in surface and subsurface drainage and erosion control methods through appropriate vegetative means. We would like to work with you to solve these pencing agricultural and urban problems.

Sincerely,

John Duerst by [illegible]

John Duerst, Chairman MSWCD
Encl: Aerial photo, soil map, Semiahmoo soil interp. sheet
cc: Marion County Planning
County Commisioners
SWCC Solid Waste Committee
Salem City Council
MCPW Engineering
Keizer City Council
Bill Novac
Gene Biggins

RECEIVED
TECHNICAL SERVICES

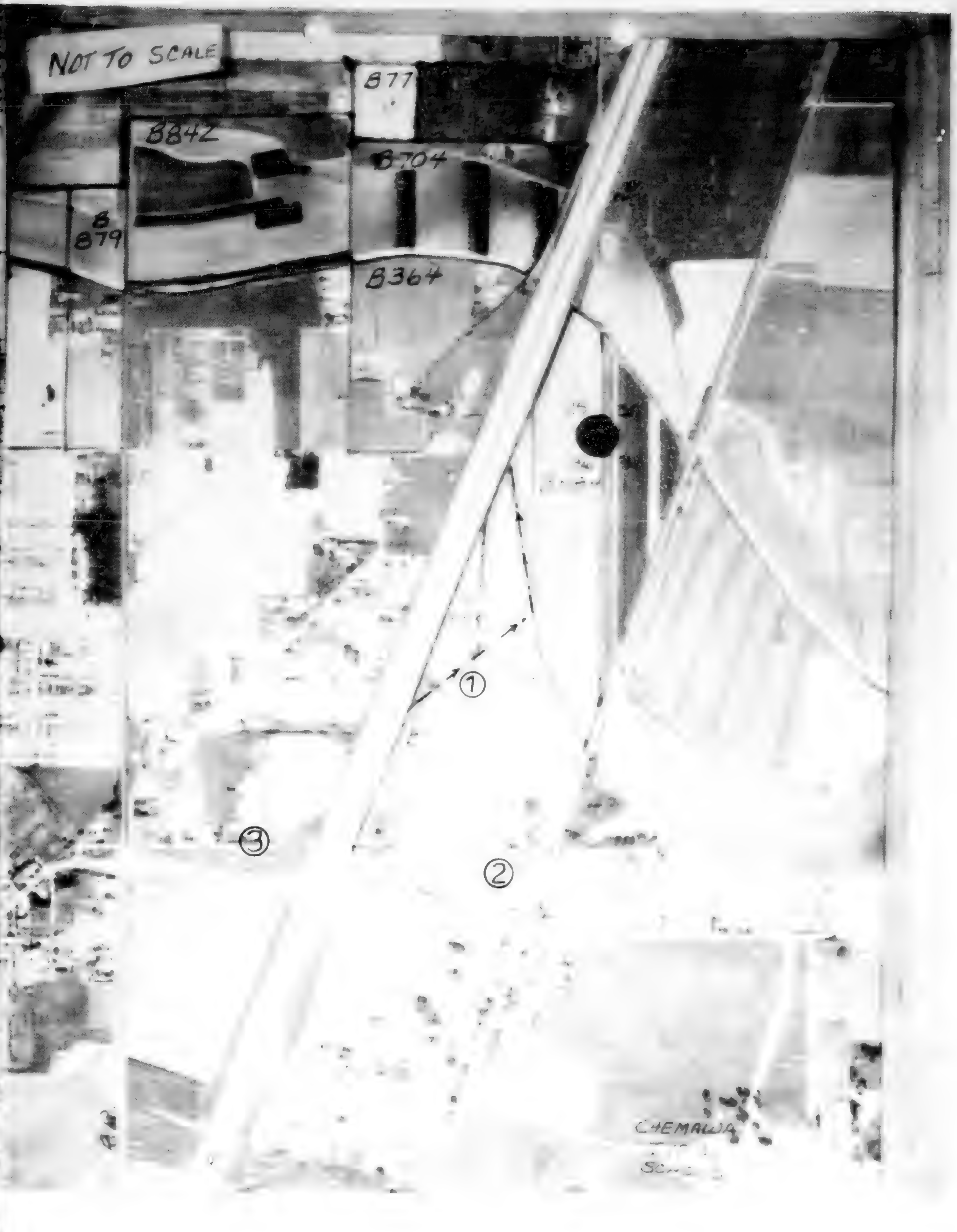
JAN 9 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CONSERVATION DEVELOPMENT [illegible]


NOT TO SCALE
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B842
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B79
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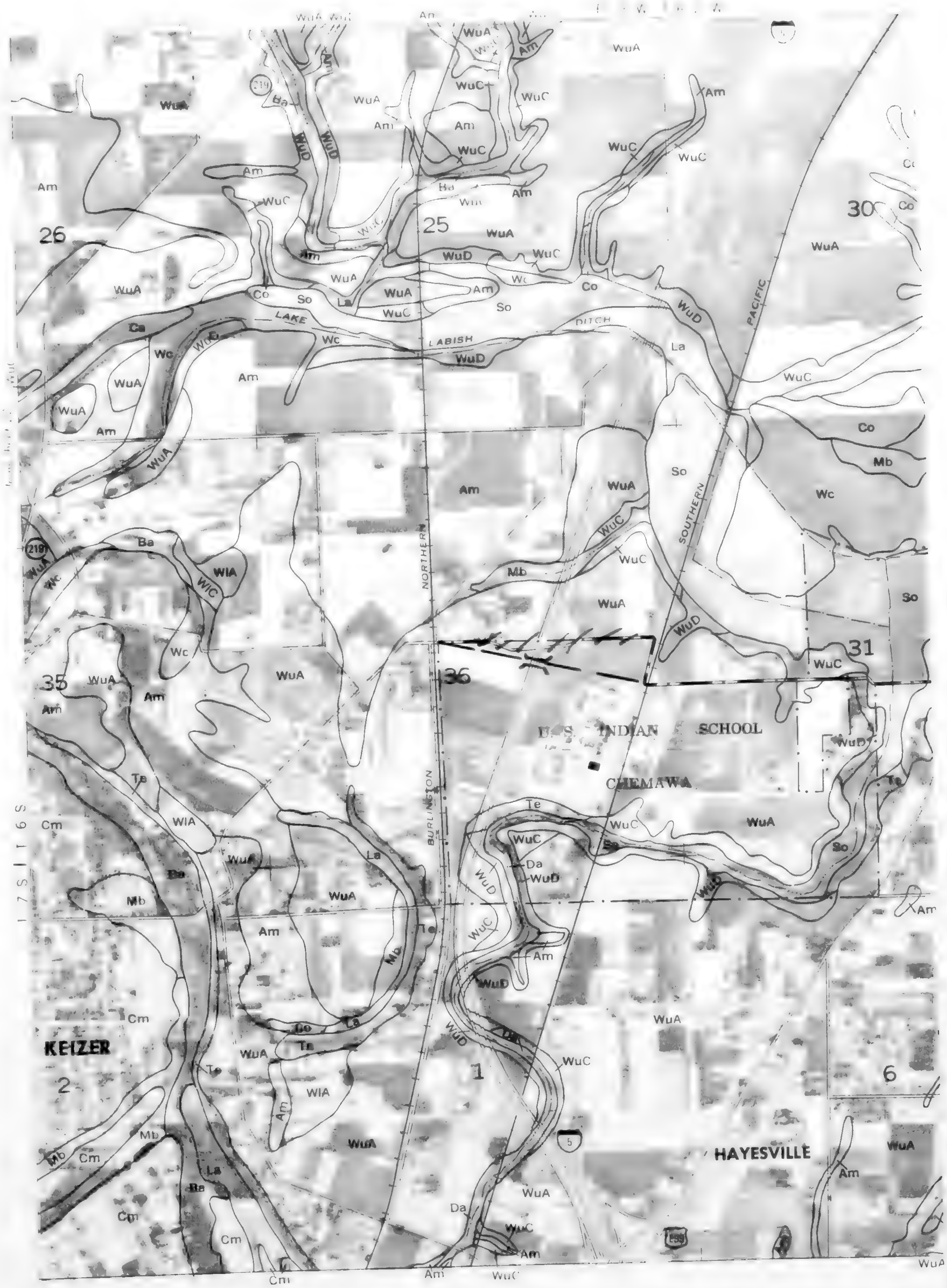

KEIZER
HAYESVILLE
CHEMAWA
U.S. INDIAN SCHOOL
LAKE LABISH DITCH
BURLINGTON NORTHERN
SOUTHERN PACIFIC
T 7 S | T 6 S
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OR-SOILS-1 12/72
FILE CODE SOILS 12

SOIL INTERPRETATIONS FOR OREGON U.S.D.A. SOIL CONSERVATION SERVICE

DATE: 1/7/75 S-K Semiahmoo SERIES SOILS: 1. Semiahmoo muck - So

The Semiahmoo series consists of poorly drained soils formed in decomposed plant materials. This soil occupies nearly level to depressional areas with restricted drainage outlets. Where not cultivated the vegetation consists of sedges, cattails, willows, and rushes. Elevations range from 130 to 175 feet. The mean annual precipitation is 40 to 45 inches. The mean annual air temperature is 52 to 54°F; the frost-free period is 165 to 210 days. These soils are associated with the Labish, Bashaw, Waldo, and Wapato soils.

The surface layer is black muck about 9 inches thick. The next layer is dark brown peaty muck about 21 inches thick. Below this is a layer of peat about 30 or more inches thick.

Permeability is moderate. Runoff is slow. The erosion hazard is moderate. Total available water capacity is 13 to 30 inches. Water supplying capacity is 20 to 26 inches.

This soil is used mainly for onions. Small acreages are used for pole beans, sweet corn and blackberries. It is also used for wildlife habitat and recreation. This soil occurs in the Willamette Valley Resource Area. (A2)

The Semiahmoo series is a member of the euic, mesic family of Typic Medisaprists.

ESTIMATED SOIL PROPERTIES

DEPTH FROM SURFACE (in.)	CLASSIFICATION			COARSE FRACT. OVER 3 IN.	% OF MATERIAL PASSING SIEVE				LIQUID LIMIT	PLASTICITY INDEX	PERMEABILITY (in/hr)	AVAIL. WATER CAP. (in/in)	SOIL REACTION (pH)	SHRINK SWELL POTENTIAL
	USDA TEXTURE	UNIFIED	AASHO		#4	#10	#40	#200						
0-30	Muck	Pt	A-8	0		Organic	Material		NP	NP	0.6-2.0	0.20-0.50	5.6-6.5	Moderate
30-60	Peat	Pt	A-8	0		Organic	Material		NP	NP	0.6-2.0	0.25-0.50	6.1-6.5	Moderate

DEPTH (in.)	CONDUCTIVITY (mmhos/cm)	CORROSIVITY		EROSION FACTORS		WIND EROD. GROUPS
		STEEL	CONCRETE	K	T	
0-30	--	High	Moderate	-	-	--
30-60	--	High	Moderate	-		

FLOODING			HIGH WATER TABLE			HYDROLOGIC GROUP
FREQUENCY	DURATION	MONTHS	DEPTH (ft.)	KIND	MONTHS	
Frequent	Very Long	Nov-Apr	0-0.5	Apparent	Nov-Apr	D

CEMENTED PAN		BEDROCK		FROST ACTION	REMARKS
DEPTH (in.)	HARDNESS	DEPTH (in.)	HARDNESS		
-		-		-	

SANITARY FACILITIES AND COMMUNITY DEVELOPMENT				SOURCE MATERIAL AND WATER MANAGEMENT			
USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
SEPTIC TANK ABSORPTION FIELDS	1	Severe	Floods, wet	ROADFILL	1	Poor	Excess humus, wet
SEWAGE LAGOONS	1	Severe	Floods, wet, excess humus	SAND	1	Unsuited	Excess humus
SANITARY LANDFILL (TRENCH)	1	Severe	Floods, wet, excess humus	GRAVEL	1	Unsuited	Excess humus
SANITARY LANDFILL (AREA)	1	Severe	Floods, wet	TOPSOIL	1	Poor	Wet
DAILY COVER FOR LANDFILL	1	Poor	Excess humus, wet	POND RESERVOIR AREA	1	Severe	Seepage, excess humus
SHALLOW EXCAVATIONS	1	Severe	Excess humus, floods, wet	EMBANKMENTS DIKES AND LEVEES	1	Not suitable	Compressible, low strength, unstable fill
DWELLINGS WITHOUT BASEMENTS	1	Severe	Excess humus, floods, wet	DRAINAGE	1	Severe	Floods, poor outlets, wet
DWELLINGS WITH BASEMENTS	1	Severe	Excess humus, floods, wet	IRRIGATION	1	Moderate	Wet
SMALL COMMERCIAL BUILDINGS	1	Severe	Excess humus, floods, wet	TERRACES AND DIVERSIONS	1		Not needed
LOCAL ROADS AND STREETS	1	Severe	Excess humus, floods, wet	GRASSED WATERWAYS	1		Not needed

CONTINUATION SHEET OR-SOILS-1 12/72 Semiahmoo SERIES

RECREATION

USE	SOIL	RATING	RESTRICTIVE FEATURES	USE	SOIL	RATING	RESTRICTIVE FEATURES
CAMP AREAS	1	Severe	Excess humus, floods wet	PLAYGROUNDS	1	Severe	Excess humus, floods, wet
PICNIC AREAS	1	Severe	Excess humus, floods wet	PATHS AND TRAILS	1	Severe	Excess humus, wet

CAPABILITY AND PREDICTED YIELDS - CROPS AND PASTURE (HIGH LEVEL MANAGEMENT)

SOIL	CAPABILITY		Blackberries Tons/A		Onions Tons/A		Pole beans Tons/A		Sweet corn Tons/A						REMARKS
	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	NIRR	IRR	
1	IIIw	IIIw		4		22		10		5					

WOODLAND SUITABILITY

SOIL	POTENTIAL PRODUCTIVITY		WOOD SUIT. GROUP	MANAGEMENT PROBLEMS					NATIVE SPECIES
	SPECIES	SITE INDEX		EROSION HAZARD	EQUIPMENT LIMIT.	SEEDLING MORTALITY	WINDTHROW HAZARD	PLANT COMPET.	
	None								

WINDBREAKS

SOILS	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE	SPECIES	HT. AGE 20	PERFORMANCE
	None								

WILDLIFE HABITAT SUITABILITY

SOIL	POTENTIAL FOR HABITAT ELEMENTS								POTENTIAL AS HABITAT FOR:			
	GRAIN & SEED	GRASS & LEGUME	WILD HERB.	HARDWD TREES	CONIFER PLANTS	SHRUBS	WETLAND PLANTS	SHALLOW WATER	OPENLAND WILDLIFE	WOODLAND WILDLIFE	WETLAND WILDLIFE	RANGELAND WILDLIFE
1	Very Poor	Fair	Fair	Very Poor	Very Poor	Poor	Good	Good	Poor	Poor	Good	--

RANGELAND

RANGE SITE NAME	SOIL	KEY SPECIES AND % COVER	POTENTIAL YIELDS		NORMAL SEASON	
			TOTAL lb/Ac	USABLE Ac/AUM	GROWING	GRAZING
		None				

FOOTNOTES

FABRICATORS INCORPORATED

2705 LANCASTER DRIVE N.E. • SALEM, OREGON 97303 • PHONE (503) 363-2479

January 03, 1984

1-4-84

Garrett, Seideman, Hemann,
Robertson & DeMuniz, P.C.
Attorneys at Law
P.O. Box 749
Salem, OR 97308

Re: Claim dated December 16, 1983 by H. P. Reid
Trucking Co.

Gentlemen or Ladies:

I am in receipt of a letter from the Department of Transportation to RDM Constructors (copy attached). I think that the following points should be clarified.

1. Fabricators, Incorporated (a subcontractor of RDM Constructors purchased materials from Windsor Island Sand & Gravel, Inc. (a commercial supplier) for Oregon State Highway Department Contract 9568, Chemawa Interchange.

2. I have been advised by Marv Stadeli, former President of Windsor Island Sand & Gravel, Inc., that this claim was for work performed in stockpiling raw materials and none of said raw materials has been incorporated in project 9568. This material was in fact either stockpiled on the "Jones Property" or stockpiled at the plant in front of the crusher. If any of this rock has been processed, it has been for concrete aggregate which Windsor Island Sand & Gravel used in its normal course of business as a "commercial supplier".

Since Windsor Island Sand & Gravel is not a subcontractor nor has supplied material to the job would you please withdraw your claim.

Sincerely,

Roy L. Houck, Jr.
President

Enclosure
cc RDM Constructors, Inc.
Commission Services
Bank of Oregon, Woodburn
American Insurance Co.
Kathleen Sadowski
R.E. Nelson, P.M.
Thomas Brand, Attorney

RECEIVED
JAN - 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-285

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC [illegible] 1983
NO[illegible] PAULUS
SEC[illegible]

December 27, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9568

Garrett, Seideman, Hemann, Robertson
& De Muniz, P.C.
Attorneys at Law
PO Box 749
Salem, OR 97308

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated December 16, 1983, on behalf of H.P. Reid Trucking concerning the following Highway Division contract:

FILED BY:	H.P. Reid Trucking
AMOUNT:	$25,042.50
FOR:	Labor
AGAINST (Prime contractor)	RDM Constructors, Inc.
SUBCONTRACTOR:	Windsor Island Sand & Gravel, Inc.
CONTRACT NO.:	9568
PROJECT:	Chemawa Interchange Section, Pacific Highway, Marion County
SURETY:	The American Insurance Co.
AGENT:	Kathleen M. Sadowski

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
JAN - 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED
1-19-84 Kjm

cc: RDM Constructors, Inc.
PO Box 3018
Salem, OR 97302

Kathleen M. Sadowski
1605 Liberty St., SE
Salem, OR 97302

American Insurance Co.
121 SW Salmon St. #900
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

From:

GARRETT, EIDEMAN, HEMANN, ROBERTSON & L MUNIZ, P.C.
ATTORNEYS AT LAW
210 WILLAMETTE PROFESSIONAL CENTER
1011 COMMERCIAL STREET N.E., P.O. BOX 749
SALEM, OREGON 97308

NOTICE OF CLAIM

TO: OREGON DEPARTMENT OF TRANSPORTATION
Highway Division 121
Transportation Building
Salem, OR 97310

ATTN: Robert Gormsen

Notice is hereby given that the undersigned, Harry P. Reid, dba H. P. Reid Trucking, has a claim for labor provided to Windsor Island Sand & Gravel, Inc. a subcontractor under RDM Constructors, Inc., the general contractor of Job Number 9568, more commonly known as the Chemawa Interchange Construction, for the hauling and stock piling of rock and gravel between the quarry and the stock pile and job site, in the sum of $25,042.50 against the bond taken from RDM Constructors, Inc. as principal and American Insurance as surety of the work of constructing the Chemawa Interchange pursuant to contract number 9568.

DATED this 16 day of December, 1983.

HARRY P. REID, dba
H.P. Reid Trucking

STATE OF OREGON)
) ss.
County of Marion)

On this 16th day of December, 1983, personally appeared before me the above-named HARRY P. REID, and acknowledged said Notice of Claim to be his voluntary act and deed.

Before me:

NOTARY PUBLIC FOR OREGON
My Commission Expires: 9/28/85

CERTIFIED
P 498 726 138
MAIL

RECEIVED
1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL83-275

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 1[illegible] 1983
NORMA PAULUS
SECRETARY OF STATE

December 12, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9568

H. P. Reid Trucking
696 Cordon Road, S.E.
Salem, OR 97301

Dear Mr. Reid:

This will acknowledge your letter of December 6, 1983, filing a claim against the following Highway Division contract:

FILED BY:	H. P. Reid Trucking
AMOUNT:	$16,845
FOR:	Rock hauling
AGAINST (Prime contractor):	RDM Constructors, Inc.
SUBCONTRACTOR:	Windsor Island Sand and Gravel
CONTRACT NO.:	9568
PROJECT:	Chemawa Interchange Section, Pacific Highway, Marion County
SURETY:	The American Insurance Co.
AGENT:	Kathleen M. Sadowski

NOTED ON CARD
12-16-83 Kjm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: RDM Constructors, Inc.
P. O. Box 3018
Salem, OR 97302

American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

A. G. Sadowski Company
1605 Liberty St., S.E.
Salem, OR 97302

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

12/6/83

Robert Gormsen
Dept. of Transportation Bldg.
Rm. 121
Salem, Oregon 97310

Re: Project #9568
Chemawa Interchange

Between 10/1/83 and 11/9/83 we hauled rock to the crusher at Windsor Island Sand and Gravel. This rock has and will be used on Project #9568 Chemawa Interchange.

We have not been paid for any of the above work, mechanical and labor.

Harry P. Reid
H. P. Reid Trucking
696 Cordon Rd. SE
Salem, Oregon 97301

$ 16,845.00

364-4102

RECEIVED
DEC 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9568

Salem Parkway

ROAD DESIGN SECTION

DES 16

Richard E. Nelson
Project Manager

December 5, 1983

Merle Anderson

Merle Anderson
Landscape Architect

1 Versteeg ✓
Anderson
Adams
2 Macnab M
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
DEC 7 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Contract 9568
Chemawa Interchange
Change Request by Contractor

The following recommendations are numbered to correspond with numbered requests from the contractor.

1. Placing plants into establishment that are planted by June is acceptable to me providing:
   (a) A major portion of the planting on the project can be completed.
   (b) A planting bed placed in establishment shall be complete -- all plants specified for that bed shall be planted.
2. Bare root Yellowtwig Dogwood may be substituted for container plants at a reduced price. A deduction from the bid price of $2.50 per plant would be appropriate. Size of plants should remain as specified.
3. Canadian Hemlock has been difficult to find. Suggest we substitute with Western Red Cedar (Thuja Plicata) at the size specified.
4. Briquetted IBDU plant tablets 12-6-6 (17 gm.) will be acceptable as an equal to the Agriform tablets specified. Rate of application shall be:

Trees = 6 tablets
Shrubs = 3 tablets
Vines = 1 tablet

MA:ja

S&L Landscaping Inc.
Audrey Castile President
Phone (503) 639-1395

November 21, 1983

RECEIVED
NOV 21 1983
R. E. NELSON, RES. ENGR.
RE ☐ ARE ☐ ARE ☐ OM ☐ OM ☐ ☐

RDM Constructors
P.O. Box 3018
Salem, Oregon 97302

RE: CHEMAWA INTERCHANGE

Dear Sir:

We are requesting the following four items for approval:

1. Due to the length of the contract, we are requesting a wavier of the ruling that all plant material must be planted before the plant establishment period can be started. We believe that we can complete 75% of the planting this winter and due to the availability of the plant meterial, we are almost forced to plant this material this winter. We are requesting that all plantings that are in by June be considered for the establishment period to end in October, 1984. The remainder of the planting will be considered for an establishment period the following year. We feel that this will benefit the State also.
2. We are requesting that the requirement for the yellow twig dogwoods to be potted, be wavied during the winter period when the plants are available bare root. There is no value to having these planted in pots during this period. The only value to having them in pots is if there is a late spring planting so as not to disturb the roots when they are in leaf.
3. We are requesting a substitute for the Canadian Hemlock. We have tried to locate these trees but with no avail. It seems we have exhausted our resources in search for such nursery stock including advertising in Nurserymen's magazines.
4. We are requesting that the Briquetted IBDU plant tablets be considered as an equal to the Agriform Tablets mentioned in the specifications. See enclosed brochure on the product.

Thank you for considering these requests.

Audrey Castile

P.O. Box 23702 Tigard, Oregon 97223

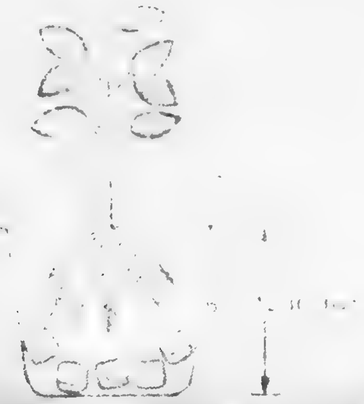
par ex
PROFESSIONAL PRODUCTS

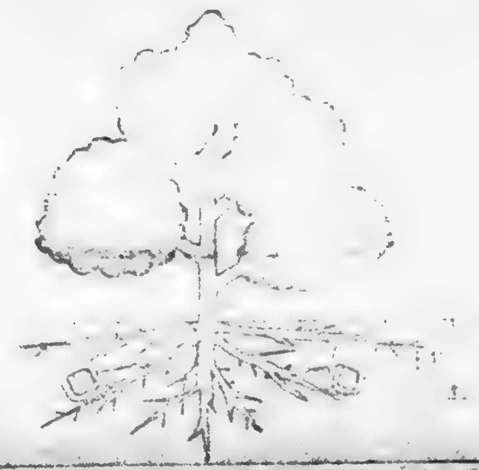
WEBFOOT FERTILIZER COMPANY, INC.
201 S. E. WASH. ST. - 233-0761
PORTLAND, OREGON 97214

Estech, Inc.
4060 E. 26th Street
Los Angeles, Ca. 90023

213-264-5800

How to use Briquetted IBDU (For 3-5 year fertilization)

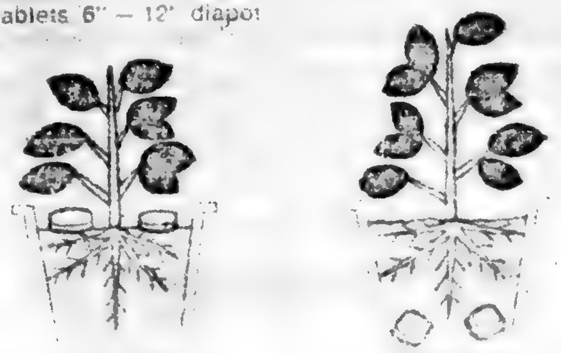




FOR TREE PLANTING

1. Dig hole.
2. Position tree or shrub.
3. Backfill about half way.
4. Place tablets 6" - 12" deep.
5. Complete backfill.
6. Tamp, build basin, water.
7. Top dressing with Par Ex Certified Formula 20-5-5 will increase longevity with no burning danger.

1 - 2 Tablets 4" — 6" diapot
1 - 4 Tablets 6" — 12" diapot



FOR NURSRY

ON ESTABLISHED TREES

Insert tablets up to 12" deep in root zone. Use 2-3 tablets per each ½" of tree trunk diameter or 12" of shrub height or spread. Space holes around the drip-line. Top dressing with Par Ex Certified Formula 20-5-5 will increase longevity with no burning danger.

RECOMMENDED RATES

15 gm & 17 gm SIZES				
1-Gal. Can Plants	3-Gal. Can Plants	5-Gal. Can Plants	7-Gal. Can Plants	Established Plantings
1 - 2 Tablets	2 - 4 Tablets	5 - 7 Tablets	6 - 9 Tablets	2 - 3 tablets per each ½" of tree trunk diameter or 12" of shrub height or spread

ANALYSIS AVAILABLE

23-2-0	15 gm	1,000/Box
15-8-0 -4 mg	17 gm	900/Box
12-6-6 -2 mg	17 gm	900/Box

ADVANTAGES OF BRIQUETTED IBDU

LONGER LASTING — Unlike urea-formaldehyde (UF) planting tablets, which require bacterial action (soil temperature 50°+) to be effective, IBDU releases year-round with something you have control over — water! Each time you irrigate, a small measured amount of nutrients are released. Yet IBDU is such a highly water insoluble nitrogen (WIN), leaching is virtually eliminated.

NON-BURNING — No phytotoxic damage is observed when large amounts of the briquette IBDU (50g-N seedling) are applied.

HIGH NITROGEN RECOVERY — Continuous and stable nitrogen release minimizes the leaching loss. It is commonly observed that healthy roots completely surround the tablets in the soil.

SIMPLE & LABOR SAVING — Putting 5 to 10 tablets into a planting hole at the time of planting promises the ideal growth for 3 years or more. Extremely economical — only about 3½ ¢ each.

CL 83-267

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 5 1983
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

December 1, 1983

N. L. Stadeli Construction Co., Inc.
4457 Cascade Highway, N.E.
Silverton, OR 97381

CON 5
#9568

Gentlemen:

This will acknowledge your letter of November 30, 1983, filing a claim against the following Highway Division contract:

FILED BY:	N. L. Stadeli Construction Co., Inc.
AMOUNT:	$73,502.01
FOR:	Crushed rock
AGAINST (Prime contractor):	RDM Constructors, Inc.
SUBCONTRACTOR:	Windsor Island Sand & Gravel, Inc.
CONTRACT NO.:	9568
PROJECT:	Chemawa Interchange, Pacific Highway, Marion County
SURETY:	The American Insurance Co.
AGENT:	Kathleen M. Sadowski

Dec 7, 1983
kjm

We will advise the surety, agent and prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

A. G. Sadowski Company
1605 Liberty St., S.E.
Salem, OR 97302

RDM Constructors, Inc.
P. O. Box 3018
Salem, OR 97302

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

November 30, 1983

Mr. Bob Gormson
Commission Services
Room 121
State Highway Bldg.
Salem, Oregon

Dear Mr. Gormson:

As per your conversation yesterday we are submitting the following information in hopes that you can help us collect it.

RDM Constructers, 425 Rural Ave. Salem, Oregon (#9568)
Chemawa Enterchange Section of Pacific Hwy.
Balance Owing us of $73,502.01 for rock crushed for this job.
We crushed for Windsor Island Sand & Gravel, Inc. They supplied Fabricators Inc., who performed work for RDM.

R. A. Hatch, Inc., P. O. Box 6179, Bend, Oregon (#9491)
Ridge Drive NE Pine Street, Salem
Balance Owing us of $62,850.72 for rock crushed for this job.
We crushed rock for Windsor Island Sand & Gravel, Inc. who supplied Fabricators, Inc., who performed work for R. A. Hatch, Inc.

Sincerely Yours,
Norman L Stadeli
Norman L. Stadeli
N. L. Stadeli Construction, Co., Inc.
4457 Cascade Hwy NE
Silverton, Oregon 97381

NLS/ms

RECEIVED
NOV 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1-5 CL 83-258

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 21, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9568

Atlas Iron Works, Inc.
PO Box 3109
Portland, OR 97208

Attention: J. Fustolo
Corporate Credit Manager

Gentlemen or Ladies:

This will acknowledge your letter dated November 4, 1983, with attached Notice of Claim concerning the following Highway Division contract:

FILED BY: Atlas Iron Works, Inc.

AMOUNT: $39,175

AGAINST (Prime contractor) RDM Constructors, Inc.

CONTRACT NO.: 9568

PROJECT: Chemawa Interchange, Pacific Highway, Marion County

SURETY: The American Insurance Co.

AGENT: Kathleen M. Sadowski

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
Nov 29, 1983
Kjm

cc: The American Insurance Co.
121 SW Salmon St., #900
Portland, OR 97204

Kathleen M. Sadowski
1605 Liberty St., SE
Salem, OR 97302

RDM Constructors, Inc.
PO Box 3018
Salem, OR 97302

bc: Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

THE ATLAS COMPANIES
Steel Fabrication and Erection

4600 N.E. 138th Avenue
P.O. Box 3109
Portland, Oregon 97208

(503) 255-8634 Portland
(206) 285-3665 Seattle

ATLAS ERECTION COMPANY

ATLAS IRON WORKS, INC.

November 4, 1983

CERTIFIED
P 336 006 748
MAIL

Mr. Robert Gormsen
Department of Transportation
121 Transportation Building
Salem, OR 97310

Ref: Contract Number 9568
Project: Chemawa Interchange Bridge
General Contractor: RDM Constructors
Bond No. SC 638 6165

Gentlemen:

Enclosed please find our Lien Claim Notice in the principal amount of $39,175.00 dated November 4, 1983. This constitutes notice of lien claim against both American Insurance Company bond and the contract retention trust fund held by you from the prime contractor.

I have also provided a copy of the Lien Claim Notice which I ask that you please stamp as filed in your office and return to me for my records.

Please address any communications regarding this matter to myself.

Thank you.

Very truly yours,

ATLAS IRON WORKS, INC.

Fustolo

J. Fustolo
Corporate Credit Manager

JF:ds
Encl
Certified Mail No. P 336 006 748
cc- American Insurance Company
PO Box 3825
Portland, OR 97208

Mr. Robert D. Morrow, RDM Constructors, Inc.

RECEIVED
NOV 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

The Atlas Companies are owned by Northwest Marine Iron Works

LIEN CLAIM NOTICE

TO THE SECRETARY OF TRANSPORTATION OF THE STATE OF OREGON

Notice is hereby given that the undersigned ATLAS IRON WORKS, INC. has a claim in the sum of $39,175.00, comprized of $9,175.00 retainage withheld and $30,000.00 aggregate invoice balances, against RDM Constructors and American Insurance Company for work of Chemawa Interchange Bridge, Contract Number 9568, Bridge Number 16096. Said claim is for structural steel girders furnished and installed.

ATLAS IRON WORKS INC.

Fustolo

By: J. Fustolo
Corporate Credit Manager
PO Box 3109
Portland, OR 97208

Subscribed and sworn before me
this 8th Day of November 1983

Nita Jean Bogle
Notary Public in and for the State of
Oregon
MY COMMISSION EXPIRES 3-21-87

Filed 11-10-83 in the office
of the Secretary of Transportation,
Salem, Oregon

RECEIVED
NOV 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DWIGHT P. BILLMAN
Attorney at Law
445 UNION STREET N.E.
SALEM, OREGON 97301

Telephone 370-9326
Area Code 503

#9568

REGION 2 ENGINEER
RECEIVED
NOV 2 3 1983
RLS RBE
RE RCC RME RIE ROE
RLE GEO SSO ENV RFE

November 18, 1983

Mocon Corporation
3276 Commercial St. S.E.
Salem, Oregon 97302

Re: Claim of Lien

Gentlemen:

This letter will advise that my office represents N. L. Stadeli Construction Co., Inc.

It is my understanding that you are the prime contractor on the Chemawa Interchange and my client has crushed the rock which has been, and still is being used on that interchange contract.

This letter will also advise that N. L. Stadeli Construction Co., Inc. has filed a lien against that crushed rock, some of which is still on the Windsor Island Sand & Gravel, Inc., property.

Thank you for your consideration of this matter.

Sincerely,

Dwight P. Billman

DPB:jm
enclosure

✓ cc: Oregon State Highway Division

CERTIFIED
RETURN RECEIPT REQUESTED

cc Bob [illegible] w/attach.
[illegible] " "
Dick. Nelson " "

RECEIVED
5
COMM[illegible] [illegible]VICES
DEPARTMENT OF TRANSPORTATION

FORM No. 20—CHATTEL LIEN
1/1/76

STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

I HEREBY CERTIFY THAT THE FOREGOING IS A COMPLETE AND EXACT COPY OF THE ORIGINAL AND [illegible] THEREOF.

[illegible] for
[illegible]
Of Attorneys For Claimant

N. L. STADELI CONSTRUCTION CO., INC.
Lien Claimant,
vs.
WINDSOR ISLAND SAND & GRAVEL, INC.,
Lien Debtor.

CLAIM OF LIEN UPON CHATTELS

NOTICE HEREBY IS GIVEN that N. L. Stadeli Construction Co., Inc. *(hereinafter called claimant) claims a lien upon* all gravel crushed by claimant which is located on the real property identified in Exhibit "A", attached hereto, *for labor performed, services rendered and/or materials furnished in the alteration, repair, transportation and/or storage of the above described chattels in* Polk *County, Oregon; said labor, services and/or materials are described as follows:*

Labor for crushing in excess of 82,316 tons of gravel, which gravel is partially stored on the real property described in Exhibit "A", attached hereto.

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE)

that the name of the owner of said chattels is Windsor Island Sand & Gravel, Inc., *at whose request and for whose benefit said labor, services and/or materials were provided by claimant* N. L. Stadeli Construction Co., Inc. *that the close of the furnishing of said labor, services and/or materials was on* November 11, 19 83; *60 days have not elapsed since the date just mentioned; the following is a true statement of claimant's demand for which this lien is claimed:*

Contract price $1.50 per ton of crushed gravel/82,316 tons	$ 123,474.00
Agreed wage: $ ...... *per day;* ...... *number of days*	$
If no contract price, the reasonable charges for said labor, services and materials are	
Labor	$
Services	$
Use of equipment	$
Powder, explosives	$
Materials	$
	$
	$
	$ 10.00
Preparing this lien notice (ORS 87.910)	$ 12.00
Recording fees	$ 22.00
Total	$ 52,171.99
Less credits and offsets Credit: $29,000.00; Offset: $23,171.99	$ 73,502.01
Balance unpaid and for which this lien is claimed	

The sum so claimed is a true and bona fide debt as of the date of the filing of this notice of claim of lien.

The date on which payment was due claimant for said labor, services and/or materials was monthly, 19 83. *The terms of extended payment, (if any) are* n/a

N. L. STADELI CONSTRUCTION CO., INC.
Claimant,
By Norman L. Stadeli
Norman L. Stadeli

(VERIFICATION ON REVERSE)

STATE OF OREGON,
County of Marion } ss.

I, Norman L. Stadeli, *being first duly sworn, depose and say that I am* President of *the claimant named in the foregoing notice of claim of lien and know the contents thereof; that the statements and claims therein made are correct and true, as I verily believe.*

Norman L. Stadeli

Subscribed and sworn to before me this 17th *day of* November, *19*83.

Janet M. Mackie

(SEAL) *Notary Public for Oregon. My Commission expires* 8-6-84

CLAIM OF LIEN UPON CHATTELS

(FORM No. 20)

N. L. Stadeli
Construction Co., Inc.
Lien Claimant,

vs.

Windsor Island Sand
and Gravel
Lien Debtor.

AFTER RECORDING RETURN TO
Dwight P. Billman
445 Union Street N.E.
Salem, Oregon 97301
Telephone: 370-9326

SPACE RESERVED
FOR
RECORDER'S USE

STATE OF OREGON,
County of .... } ss.

I certify that the winthin instrument was filed in my office on the .... *day of* ...., *19*...., *at*........ *o'clock*.... *M., and recorded in book* ...., *on page*........, *or as file/reel number*..........., *Record of Index of Liens Upon Chattels of said County.*

....
Recording officer
By .... *Deputy*

EXHIBIT "A"

Parcels 1, 2, 3, 4, and 5 of Attachment A also described as being that state-owned land on Upper Windsor Island along the right bank of the Willamette River between Corps of Engineers River Miles 75.0 and 76.4, Sections 16 and 21, Township 6 South, Range 3 West, W.M., Polk County, Oregon, containing 249.23 acres more or less.

Special Condition A. The depth of excavation will not extend more than 15 feet below the elevation of M.S.L. B. A leave strip 300 feet wide will be maintained between the river bank and the excavation pit. C. Excavation, removal, and sale of rock products from Parcel 4, containing 135 acres more or less, can commence on the date of execution of the lease. D. Excavation, removal, and sale of rock products from Parcel 5, containing 51.23 acres more or less cannot commence earlier than two (2) years after the date of execution of the lease and not prior to receipt of authority from the Division of State Lands to excavate, remove or take material for sale. E. Excavation, removal, and sale of rock products from Parcel 1 containing 55 acres more or less, Parcel 2 containing 6 acres more or less, and Parcel 3 containing 2 acres more or less cannot commence earlier than five (5) years after the date of execution of the lease and not prior to receipt of authority from the Division of State Lands to excavate, remove, or take material for sale.

9568

I-5 Salem
Parkway

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

File 624-1084

TO: C. O. Fredrickson
REGION II ENGINEER

DATE: October 24, 1983

FROM Richard E. Nelson
Project Manager

SUBJECT Price Agreement #13
Contract 9568
Chemawa Interchange

DESCRIPTION: Project slopes are constructed of highly erosive materials. Merle Anderson, Landscape Supervisor, recommended modification to straw mulch to minimize erosion problems.

JUSTIFICATION: Merle Anderson advises that normal bid price, with straw mulch is $800 per acre. The $690, is reasonable and justified.

PRIOR APPROVAL: Approved 10-3-83 - G. Wimer; Bill Kappus.

DISPOSITION: Submitted for approval and forwarding.

cc: C. T. Keasey w original order and
attachments described above.
Approval is [illegible]
Remarks ______

REGION II CONSTRUCTION ENGINEER

7

RECEIVED
DESIGN
SECTION

Const

RECEIVED
CONSTRUCTION
SECTION
CP

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Chemawa Interchange				CONTRACT NO. 9568
HIGHWAY Pacific	COUNTY Marion			PREFIX 624-1084
SUBMITTED BY (RESIDENT) Richard E. Nelson	DATE 10/24/83	FOR ☐ REVIEW XX☒ APPROVAL		F.A. PROJECT NO. I-IR-IX-5-5(77)260
SUBMITTED BY (REGION)	DATE 10-31-83	FOR ☐ REVIEW ☒ APPROVAL		TO ACCOMPANY (ORDER TYPE AND NUMBER) P.A. #13

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

BY ON

BY ON

BY ON

BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

G.W. Wimer BY R.E. Nelson ON 10/3/83

Bill Kappus BY R.E. Nelson ON 10/3/83

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☐ NO

BY ON

COST ESTIMATE FORM 734-1877 IS ATTACHED— ☐ YES; ☒ NO; ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

BY ON

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

Merle Anderson, Landascape Super. BY R.E. Nelson ON

NET EFFECT OF ORDER ON PROJECT INCREASE ~~DECREASE~~ $ 17,250	PROJECT AUTHORIZATION $ 5,735,147.79	ESTIMATE PROJECT COST WITH ORDER $ 5,158,300	OVERRUN 0 %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested, Why Necessary, Why Cost is not a Contractor Responsibility. Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started, Emergency Work Prior to Approval; Estimated Effect on Project Time. Significant Discussions. References to Supporting and/or Attached Documents)—

☐ CONTINUED ON ADDITIONAL SHEET(S

734-1882 (11-81)

Submit Original to Construction Branch

P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Chemawa Interchange		CONTRACT NO. 9568
HIGHWAY Pacific	COUNTY Marion	PREFIX 624-1084
CONTRACTOR'S NAME AND ADDRESS RDM Constructors, Inc. P.O. Box 3018 Salem, OR 97302		F. A. PROJECT NO. I-IR-IX-5-5(77)260
		PRICE AGREEMENT NO. 13

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Modify subsection 681.33 Roadside Seeding and Mulching.

Throughout project, where directed.

PAY ITEM NO	ITEM DESCRIPTION	EST QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
	Roadside Seeding and Mulching with straw mulch	25	Acre	690.00	17,250.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 17,250.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS

681.33 Mulching - The mulch material shall be grass straw applied at the rate of two tons per acre. The grass straw shall be retained in place with a mulch tackifier. The tackifier shall be a combination of grass cellulose fiber at the rate of 750 lbs. per acre and Terra Tack 1 at the rate of 20 lbs. per acre.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN	SUBMITTED BY PROJECT MANAGER — DATE Richard E. Nelson — 10/12/83
	APPROVAL RECOMMENDED OR APPROVED BY REGION — DATE 10-24-83
SIGNED — CONTRACTOR — DATE 11/13/83	NOTED OR APPROVED BY CONSTRUCTION — DATE
APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE	INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

1E

ROAD DESIGN SECTION

DES 20

Dick Nelson
Project Manager

October 6, 1983

Merle Anderson
Landscape Architect

Chemawa Interchange Section
Pacific Highway
Marion County
Contract No. 9568

1 Versteeg ✓
Anderson
Adams
✓ Macnab M
Stoudenmayer
Terpin
Trout
Wakerlig

RECEIVED
OCT 07 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Amend Section 681 "Roadside Seeding and Mulching" to read as follows:

> 681.33 MULCHING - The mulch material shall be grass straw applied at the rate of two tons per acre. The grass straw shall be retained in place with a mulch tackifier. The tackifier shall be a combination of grass cellulose fiber at the rate of 750 lbs. per acre and Terra Tack 1 at the rate of 20 lbs. per acre.

MA:kkr

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-IR-IX-5-5(77)260
Chemawa Interchange, Marion County
(SFO #9)

Date: October 4, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed the subject May 6, 1983 request for approval for Force work. Based on a review of the available information, these charges appear to be for construction-related management/liaison activities and are therefore not considered eligible for Federal participation.

The subject order is being returned without approval.

G. K. Hossner
for Dale E. Wilken

Attachment:
Ltr w/att, 5-6-83

RECEIVED
STATE HWY ENGR
OCT 5 '83
REFER TO
Christianson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Orig
10/6/83

ORDER FOR FORCE WORK

P

ORDER No. 9

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Salem
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9568

PROJECT NAME Chemawa Interchange

DATE April 6, 19 83

HIGHWAY Pacific

FAP No. I-IR-IX-5-5(77)260

COUNTY Marion

PREFIX 624-1084

FUNCTION 900-09

DESCRIPTION OF WORK TO BE DONE:

Reimburse the City of Salem for liaison engineering.

LOCATION BY STATION NUMBERS:

Throughout project.

ESTIMATE OF QUANTITIES & COSTS:

Labor, Materials and Equipment	$2,000.00

EXPLANATION:

As provided in the City, County, State Construction Finance Agreement.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 5,735,147.79
Present estimate of costs including work under this Force Order	$ 5,735,147.79
Estimated Overrun Underrun Amount	$ -0-
Estimated Overrun Underrun Percent	-0-

SUBMITTED BY: Richard E. Nelson
TITLE: Project Manager

APPROVAL RECOMMENDED:
TITLE:

APPROVAL RECOMMENDED:
TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Duane O. Christensen 4/15/83
for Construction ~~or Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

SP*70890-734

ORDER FOR FORCE WORK

ORDER No. 9

P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY City of Salem CONTRACT No. 9568
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Chemawa Interchange DATE April 6, 19 83

HIGHWAY Pacific FAP No. I-IR-IX-5-5(77)260

COUNTY Marion PREFIX 624-1084 FUNCTION 900-09

DESCRIPTION OF WORK TO BE DONE:

Reimburse the City of Salem for liaison engineering.

LOCATION BY STATION NUMBERS:

Throughout project.

ESTIMATE OF QUANTITIES & COSTS:

Labor, Materials and Equipment	$2,000.00

EXPLANATION:

As provided in the City, County, State Construction Finance Agreement.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

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CONTRACT PROJECTS ONLY:

Project Authorization	$ 5,735,147.79
Present estimate of costs including work under this Force Order	$ 5,735,147.79
Estimated Overrun Underrun Amount	$ -0-
Estimated Overrun Underrun Percent	-0-

SUBMITTED BY: Richard E. Nelson

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Duane O. Christensen 4/15/83
for
Construction ~~or Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

SP*70890-734

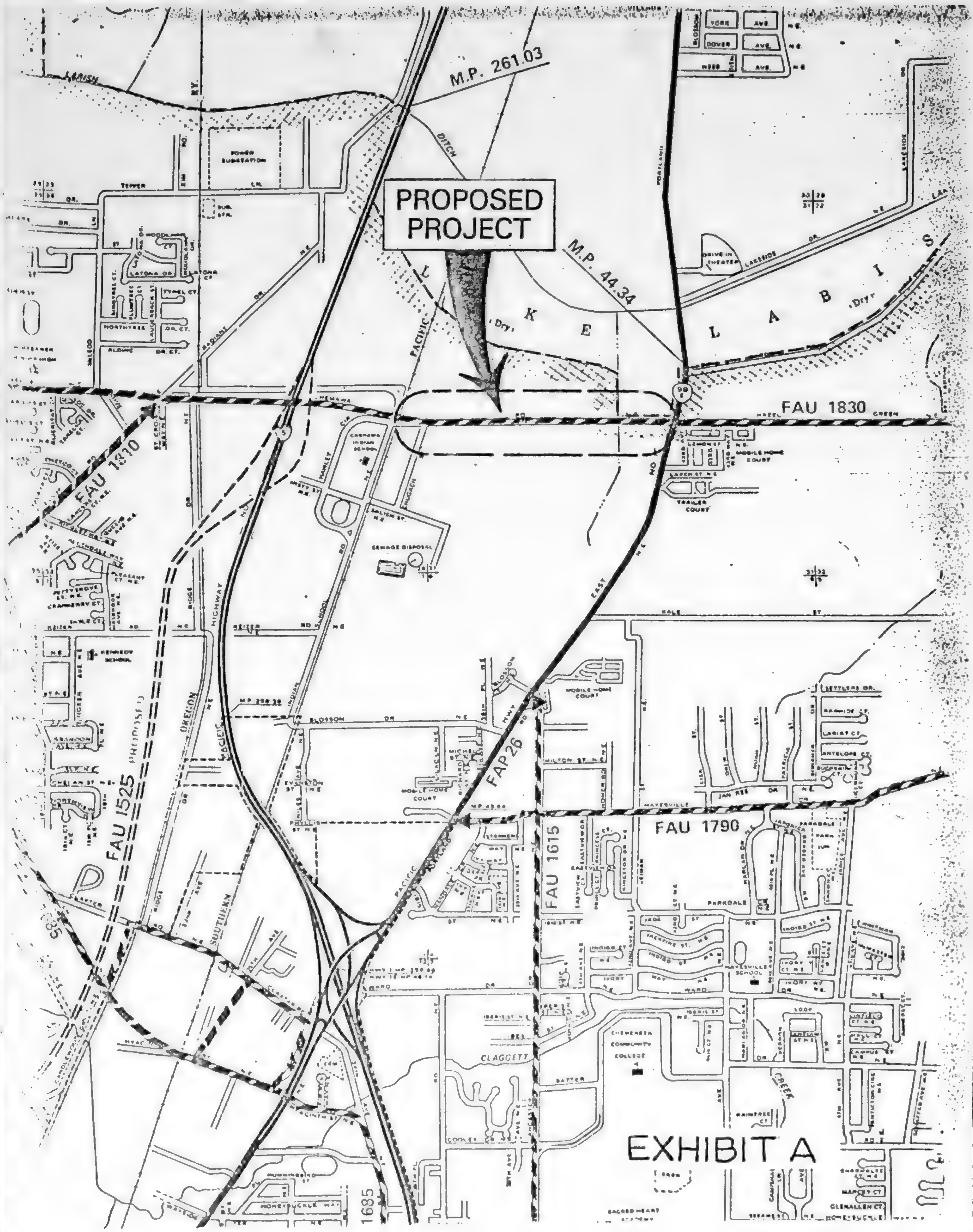
PROPOSED PROJECT
M.P. 261.03
M.P. 44.34
LAKE LABISH
(Dry)
FAU 1830
FAU 1810
FAU 1525
PROPOSED
FAP 26
FAU 1615
FAU 1790
1685
POWER SUBSTATION
DRIVE IN THEATER
CHEMAWA INDIAN SCHOOL
SEWAGE DISPOSAL
MOBILE HOME COURT
TRAILER COURT
KENNEDY SCHOOL
HAYESVILLE SCHOOL
CHEMEKETA COMMUNITY COLLEGE
SACRED HEART ACADEMY
PACIFIC
OREGON
SOUTHERN
HIGHWAY
EAST
CLAGGETT
CREEK
DITCH
HAZEL GREEN
BLOSSOM DR
HAYESVILLE
PARKDALE
WARD DR
LAKESIDE DR
PORTLAND
TEPPER LN
RIDGE DR
KALE ST
INDIAN SCHOOL RD
NORTHWYSE

EXHIBIT A

5. State, County and City also mutually agree and understand that if any parcel of real property purchased with federal-aid participation is no longer needed for right-of-way, or other public purposes, the sale, transfer or exchange of such property shall be subject to applicable Federal and State statutes, rules and regulations which are in effect at the time of disposition. Reimbursement to State of the required proportionate share of the fair market value may be required.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City has acted in this matter pursuant to Resolution No. 82-89, adopted by its City Council on the 21st day of JUNE, 1982.

This project was approved by the Oregon Transportation Commission on January 19, 1982 as a part of the Six Year Highway Improvement Program (page 70).

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to execute this agreement for and on behalf of the Commission. Said authority is set forth in the Minutes of the Oregon Transportation Commission.

APPROVAL RECOMMENDED

/s/
Region Engineer

APPROVED AS TO LEGAL SUFFICIENCY

/s/
County Counsel

/s/
City Attorney

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division

By /s/ H. S. Coulter
State Highway Engineer

Date 7-14-82

MARION COUNTY, by and through its
Board of County Commissioners

By /s/
Chairman

By /s/
Commissioner

By /s/
Commissioner

CITY OF SALEM, by and through
its City Officials

By /s/
Mayor

By /s/
City Recorder

2. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to: Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Aid Highway Act; Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; and the Oregon Action Plan.

3. REQUIRED STATEMENT FOR USDOT FINANCIAL ASSISTANCE AGREEMENT:

If as a condition of assistance the recipient has submitted and the U.S. Department of Transportation has approved a minority business enterprise affirmative action program which the recipient agrees to carry out, this program is incorporated into this financial assistance agreement by reference. This program shall be treated as a legal obligation and failure to carry out its terms shall be treated as a violation of this financial assistance agreement. Upon notification to the recipient of its failure to carry out the approved program, the U.S. Department of Transportation shall impose such sanctions as noted in Title 49, Code of Federal Regulations, Part 23, Subpart E, which sanctions may include termination of the agreement or other measures that may affect the ability of the recipient to obtain future U.S. Department of Transportation financial assistance.

The recipient further agrees to comply with all applicable Civil Rights Laws, Rules and Regulations, including Section 504 of the Rehabilitation Act of 1973 and the Vietnam Era Veterans' Readjustment Act.

4. State, County and City mutually agree that State may, upon request, obtain the necessary right-of-way for construction of the project. Said right-of-way acquisition shall be subject to execution of a supplemental service agreement defining activities and responsibilities of State, County and City.

phases of the work with its own forces, no advance deposit will be requested for such work nor will an advance deposit for preliminary engineering to be provided by State be requested if the anticipated amount is less than $2,500.

3. City shall be responsible for acquisition of the necessary right-of-way, including any easements which may be required for construction of that portion of the project lying within City jurisdiction. City may request State to perform the acquisition function subject to execution of a Supplemental Right-of-Way Services Agreement.

4. City shall relocate, or cause to be relocated, all utility conduits, lines, poles, mains, pipes and such other facilities where such relocation is necessary in order to conform said utility and other facilities with the plans and ultimate requirements of the project. Only those utility relocations which are eligible for federal participation under Federal Aid Highway Program Manual, Volume 1, Chapter 4, Section 4, shall be included in the total project costs and participation; all other utility relocations shall be at the sole cost of City or others.

5. City shall, on a monthly basis, present properly certified bills for 100 percent of the actual costs incurred by City on behalf of the project directly to the State Liaison Engineer for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as to be easily verified. Billings shall be presented for periods of not less than one month duration, based on actual expenses to date. City shall be reimbursed for the full amount of said eligible expenses. City's actual costs eligible for federal-aid participation shall be those allowable under the provisions of Office of Management and Budget Circulars Nos. A-87 and A-102, Attachments G and P.

6. City hereby accepts responsibility for any claim for damages from grade changes. Approval of plans by State shall not subject State to liability under ORS 105.760 for change of grade.

7. Upon completion of the project, City shall thereafter, at its own cost and expense, maintain and operate the project in a manner satisfactory to the State and/or Federal Highway Administration.

8. City agrees that should it cancel or terminate the project prior to its completion, it will reimburse State and County for any costs that have been incurred by State and County on behalf of the project.

9. City shall adopt a resolution authorizing its designated City Officials to enter into and execute this agreement, and the same shall be attached hereto and become a part hereof.

GENERAL PROVISIONS

1. The parties hereto mutually agree and understand that County and City shall contribute 100 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Highway Administration, with no expense to State. Said contribution shall be on the basis of 7.5 percent by County and 92.5 percent by City, approximately.

COUNTY OBLIGATIONS

1. County shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance with Federal statutes, regulations and the Oregon Action Plan.

2. County shall, prior to proceeding with each phase of work covered by this agreement, forward to State an advance deposit in an amount equal to 7.5 percent of the difference between the total estimated cost of said work and the amount anticipated to be contributed by the Federal Highway Administration. When the actual total cost of the project has been computed, an adjustment will be made in the County matching share of said costs.

3. County shall be responsible for acquisition of the necessary right-of-way, including any easements which may be required for construction of that portion of the project lying within County jurisdiction. County may request State to perform the acquisition function subject to execution of a Supplemental Right-of-Way Services Agreement.

4. County shall relocate, or cause to be relocated, all privately or publicly-owned utility conduits, lines, poles, mains, pipes and all other such facilities of every kind and nature, where such utilities or facilities are located within the right-of-way of any presently existing county road where such relocation or reconstruction is necessary in order to conform the utilities or facilities to the plans for the project. County may request State to arrange for said relocation, acting on behalf of County.

5. County shall, on a monthly basis, present properly certified bills for 100 percent of the actual costs incurred by County on behalf of the project to date directly to the State Liaison Engineer for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as to be easily verified. County's actual costs eligible for federal-aid participation shall be those allowable under the provisions of Office of Management and Budget Circulars Nos. A-87 and A-107, Attachments G and P.

6. County shall enter into and execute this agreement during a duly authorized session of its Board of County Commissioners.

CITY OBLIGATIONS

1. City shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance to Federal statutes, regulations and the Oregon Action Plan.

2. City shall, prior to proceeding with each phase of work covered by this agreement, forward to State an advance deposit or irrevocable letter of credit in the amout of 92.5 percent of the difference between the estimated total cost of said work and the amount anticipated to be contributed by the Federal Highway Administration. When the actual total cost of the project has been computed, an adjustment will be made in the City matching share of costs. In the event City elects to perform certain

STATE OBLIGATIONS

1. State shall submit a program to the Federal Highway Administration with a request for approval of federal aid participation in all engineering, right-of-way acquisition, eligible utility relocations and construction for the project. No work shall proceed until said approval has been obtained. Said program shall include services to be provided by State, County and City. State shall notify County and City in writing when authorized to proceed with each phase of the work.

2. State shall conduct the necessary field surveys, perform all preliminary engineering and design work required to produce plans, specifications and estimates, advertise for construction bid proposals, award all contracts and furnish all construction engineering, material testing, technical inspection and project manager services for administration of the contract.

3. State shall, as a federal-aid participating part of the project, review all right-of-way acquisition activities engaged in by City to assure compliance with applicable laws and regulations. State shall, if requested by County and/or City, acquire the necessary right-of-way, including any easements which may be required for construction of the project, subject to execution of a Supplemental Right-of-Way Services Agreement.

4. State shall prepare an estimate of cost for preliminary engineering and right-of-way review services to be provided by State and furnish County and City with copies of said estimate. The actual cost of all services to be provided by State will be included in the total project costs and, when the actual total cost of the project has been computed, County and City will be billed for their share of local matching funds.

5. State shall arrange conferences with County and City during the preliminary engineering and construction phases of the project to review the work in progress and to assure conformance with the project request. Upon award of a contract, a pre-construction conference will be arranged with representatives of State, County, City and the Contractor in attendance. When alternates are to be considered, County and City shall have the right of selection. State shall submit plans and estimates for County and City review and approval prior to advertisement for construction bid proposals.

6. Upon receipt of monthly approved itemized statements for 100 percent of actual costs incurred by County and/or City on behalf of the project to date, State shall promptly reimburse County and/or City for the full amount of federal-aid participation in said eligible costs.

7. State shall, in the first instance, pay all costs of the project, submit all claims for federal aid participation to the Federal Highway Administration in the normal manner, compile accurate cost accounting records and furnish County and City with an itemized statement of actual costs to date at the end of each State fiscal year. When the actual total cost of the project has been computed, State shall furnish County and City with an itemized statement of said final costs.

CE
CAE
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OCS
SCS
FEO

RECEIVED
APR 15 1983
CONSTRUCTION SECTION

EA
LS
TC
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CP

HCH:pf
7/8/82

RECEIVED
AUG - 3 1982

RES	ASST	INSP	INSP	OM

Misc. Contracts & Agreements
No. 7696

CONSTRUCTION-FINANCE AGREEMENT
INTERSTATE TRANSFER PROJECT

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"; MARION COUNTY, a political subdivision of the State of Oregon, acting by and through its Board of County Commissioners, hereinafter referred to as "County"; and the CITY OF SALEM, a municipal corporation within the State of Oregon, acting by and through its City Officials, hereinafter referred to as "City".

WITNESSETH

RECITALS

1. Chemawa Road is a part of the Federal-Aid Urban System network under the jurisdiction and control of Marion County and the City of Salem, and has been designated as FAU Route No. 1830.

2. By the authority granted in ORS 366.770 and 366.775, State may enter into cooperative agreements with the various counties and cities for the performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting parties. Under said authority, State, County and City plan and propose to construct the SPRR-Portland Road Section of Chemawa Road, hereinafter referred to as "project". The location of the project is approximately as shown on the sketch map attached hereto, marked Exhibit A, and by this reference made a part hereof. The project will be financed with Interstate Transfer (e)(4) funds withdrawn from the I-305 Freeway and local matching funds to be provided by Marion County and the City of Salem with no expense to State.

3. It is proposed that the project will consist of all work necessary to widen the existing roadway on the southerly side to provide 2 travel lanes 12 feet wide with 6-foot shoulders. Additional right-of-way will be required, including sufficient right-of-way and easements for future widening to provide a four-lane facility with curbs and walks on both sides. The preliminary and construction engineering services will be provided by the State. The required 15 percent local matching funds will be provided by Marion County (7.5%) and the City of Salem (92.5%), approximately.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

Keasey
Jackmond
Hopkins
Williams
Johnson
[illegible]

RECEIVED
APR 14 1981
CONSTRUCTION
BRANCH

Richards
Berg
Inloes
Widmer
Gebauer
Church

CON 5

DATE: April 14, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

Federal-aid Project
No. IX-1705(3) & (4)

SUBJECT: Request Change Order Approval

Contract	9129 Order for Force Work No. 1
Project	Division St. NE-Trade St. SE (Salem)
Highway	FAU 1705
County	Marion

This order for force work is to reimburse the City of Salem, Engineering Department, for liaison engineering they will do on this project.

Reimbursement will be provided as agreed to in the City, County, State construction finance agreement.

April 1, 1981 advance authorization date is requested.

HAM:mk

Attach.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Chemawa Interchange			CONTRACT NO. 9568
HIGHWAY Pacific	COUNTY Marion		PREFIX 624-1084
SUBMITTED BY (RESIDENT) Richard E. Nelson	DATE 4/6/83	FOR ☐ REVIEW ☒ APPROVAL	F.A. PROJECT NO. I-IR-IX-5-5(77)260
SUBMITTED BY (REGION)	DATE 4-8-83	FOR ☐ REVIEW ☒ APPROVAL	TO ACCOMPANY (ORDER TYPE AND NUMBER) A.F.O. #9

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

BY ON

BY ON

BY ON

BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

BY ON

BY ON

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☐ NO

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☒ NO; ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

BY ON

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY ON

NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE $ -0-	PROJECT AUTHORIZATION $5,735,147.79	ESTIMATE PROJECT COST WITH ORDER $ 5,735,147.79	OVERRUN -0- %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

☐ CONTINUED ON ADDITIONAL SHEET(S)

Submit Original to Construction Branch

734-1882 (11-81)

STATE OF OREG[illegible]
HIGHWAY DIVISION

INTER[illegible]OFFICE MEMO
File 624-1084

DATE: April 8, 1983

TO: C. O. Fredrickson
REGION II ENGINEER

FROM: J. B. Nelson for Richard E. Nelson
Project Manager

SUBJECT: State Force Order #9
Contract 9568
Chemawa Interchange
Pacific Highway

REGION 2 ENGINEER
RECEIVED
APR 8 1983
☐ RLE ☐ RBE
[✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV [✓ RFE]

DESCRIPTION: This order provides method for reimbursing the City of Salem for their liaison engineering costs.

JUSTIFICATION: Provided for in City, County, State Construction Finance Agreement.

EFFECT ON THE PROJECT: None.

PRIOR APPROVAL: None.

DISPOSITION: Submitted for approval and forwarding.

cc: C. T. Kersey w/original order and attachments as detailed above.
Approval is recommended.
Remarks ______________

A Kimit
REGION II CONSTRUCTION ENGINEER

(11-1-82)
Rec'd [illegible] adendum in engr & finance agreement & will add it when FHWA has approved.
4-14-83
[illegible]

CE — CAE — FOE — OCS — SCS — EEO
RECEIVED
APR 11 1983
CONSTRUCTION SECTION
OM — CA — LS — TC — FE — CP

Contains Recycled Materials

624-1084

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: W. E. Schwartz
ASSISTANT STATE HIGHWAY ENGINEER

DATE: July 29, 1983

FROM: Gerald W. Wimer Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Gene S. McMurrin Complaints
Chemawa Interchange Project
Pacific Interstate Highway
Contract 9568

RECEIVED
STATE HWY ENGR
AUG 1 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Project Manager Richard Nelson and I met with Mr. McMurrin this morning, going over the Chemawa Interchange project and reviewing his complaints:

1. He believes that our engineers and inspectors on the project do not achieve the required contract compaction. Heavy scrapers and a paddle-foot compactor were in operation. I believe the required compaction is being obtained; our records so indicate. He is unwilling to accept these facts. We will continue to monitor and do our utmost to assure contract compliance.

2. He thought our designers should require 95 percent relative maximum density, not only in the top three feet of embankments but also throughout the embankment and in the top foot of the foundation. I do not believe the change warrants the additional expense or the delays that such a change might cause on some of our contracts. Mr. McMurrin is of the opinion that there would be no additional cost.

3. He was firmly of the opinion that prescribed wage rates were not being paid on the project. In fact, there was one incident were this was true; but to the best of our knowledge, the matter has been corrected and the full prescribed wage rates have been paid.

His greatest concern seemed to be the proper expenditure of the latest five cent federal gas tax, particularly that the truckers might be blamed for the need of that tax. Yet, he sounds more like a contractor than a truck driver inasmuch as he indicated renting any trucks that might be required on his projects.

I do not believe we changed his opinions any and he did not give us any specific information other than the recommendation to change our compaction specification, that we might follow up. I believe we are securing full contract compliance. We will not let up in this effort.

GW/rgb
cc: C. T. Keasey
R. E. Nelson

81-125-1387

75?/

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Marion County

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Chemawa Interchange

REGION 2

PACIFIC HWY SURVEY AUTHORITY #1

AUTHORIZATION NO. 3

PREFIX 624-1975

DATE 7-27-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 21,000	915 AUDITS	$	$ 1,000	933 SURFACE DESIGN	$	$ 4,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT		40,000	918 LOCATION		500	935 SOILS		1,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		71,500	920 PROGRAM MANAGEMENT		2,000	937 HYDRAULICS		
906 BRIDGE DESIGN		52,600	921 SPECIFICATIONS		16,900	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		3,500	922 ADMIN SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		300	950 TRAINING		2,000
910 REGION GEOLOGIST		5,200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		5,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		7,000	926 FOUNDATION		1,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		1,500	932 RAILROAD & UTILITIES		1,300			

TOTALS	$	$ 238,500
PREVIOUS AUTHORIZATION		$ 198,300
ADD. AUTH. REQUIRED		$ 40,200

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER I-5-5(72)260

LOCATION ENGINEER'S REMARKS

✓

AUG 08 198?
ROAD DESIGN SECTION
Wakerlig
Do Not File
Return to
Bring Up
Action

Balanced Out

PREPARED BY Jerry Maness	DATE 7-27-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X for Reason	DATE 8-1-83
RECOMMENDED REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-29-83
RECOMMENDED LOCATION ENGINEER X	DATE 7/28/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-23-82 7-18-83	

734-1914 (7-82)

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(72)260

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00080

2A. COUNTY NAME Marion

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/18/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION: Chemawa Interchange Section

11. GENERAL DESCRIPTION OF WORK: Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Potter's letter of 7/14/83 I approve the revised Preliminary Engineering Costs to a TEC of $238,500 Federal Funds $219,944.

(Increase TEC $40,200 Federal Funds $37,072)

RECEIVED
STATE HWY ENGR
JUL 22 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
7/22

14. DATE 7/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

April 25, 1983

RAILROAD COMPANIES
FILE No. ____________

Mr. R. R. Rauscher
Burlington Northern Railroad Co.
Industrial Development Rep.
800 Central Bldg.
Seattle, WA 98104

Chemawa Interchange
Pacific Highway
Marion County
ROW File 52415

Dear Bob:

Returned herewith is Burlington Northern's copy of the permanent easement document relating to our Chemawa interchange section.

Also attached, you will find the voucher which should be signed and returned to me. Please indicate to whom the money should be sent to.

Thank you for your help in this matter. It is always a pleasure to work with you.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachments

bc: Robert Gormsen - w/our original
J. B. Boyd - w/copy
Virgil Wilson -w/copy
C. O. Fredrickson - w/copy
Dick Nelson - w/copy

mg

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-IX-5-5(77)260 & IX-1525(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00080 & 80236

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. [illegible] EFFECTIVE 3-16-83

8. FEDERAL ROUTE NUMBER Interstate 5 & FAU 1525

9. STATE ROUTE NUMBER Primary 1 & City Street

10. [illegible] LOCATION

CHEMAWA INTERCHANGE - PINE STREET NE.

11. GENERAL DESCRIPTION OF WORK

Signing and Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's March 14, 1983 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $932,891; Federal Funds $830,140.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 23 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig w/
att. to
3/23

14. DATE 3-16-83

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-IX-5-5(77)260

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00080

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/22/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION: Chemawa Interchange Section

11. GENERAL DESCRIPTION OF WORK: Relocate power to sign bridge on structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/22/82 as requested in Mr. Keasey's letter of 1/13/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $2,500 Federal Funds $2,125.

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 1/20/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

file

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: December 15, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Construction Agreement
Chemawa Interchange Section
Pacific Highway
City of Salem
Project No. I-5-5(72)260
ODOT Agreement No. RR-1109
ROW File 52385

RAILROAD COMPANIES
FILE No. ____________

Attached is our copy of the fully-executed agreement covering the construction of an overpass of the Southern Pacific Transportation Company tracks at Chemawa Road in Salem.

RDT/llr
cc: D. E. Wilken, FHWA - w/copy
C. T. Keasey - w/copy
V. E. Skoog - w/copy
D. E. Swan - w/copy (2)
C. O. Fredrickson - w/copy
Richard Nelson - w/copy

Contains Recycled Materials

7-61

Parkway

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

FILE:

TO: L. L. Wallace
Bridge Design Engineer

DATE: Dec. 2, 1984

FROM: Donald R. Adams
Final Design Engineer

RECEIVED
198
ROAD DESIGN SECTION

SUBJECT:
Chemawa Interchange Section
Pacific Highway
Marion County

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

830+25 Rt. Install new sign, modify sign supports and Luminaire as necessary

1735+50 Rt. Modify existing cantilever and Luminaire as necessary install new signs.

1852+00 Install new signs on existing sign bridge, sign to be illuminated

Structure Mounts Quinaby Road structure, Sign Illuminated
Parkins Road structure, sign illuminated
Chemawa Road structure, one sign Illuminated
Pacific Hwy. structure, signs illuminated

cc: W. G. Beard
F. Eriksen, Design Team Supervisor

Contains Recycled Materials

files

ROW 18-2

December 2, 1982

Mr. D. A. Bell
Chief Engineer - Region
Burlington Northern Railway
Public Works - Central Bldg.
810 Third Avenue
Seattle, WA 98104

ATTN: Leo L. George

Salem Parkway U'xing of
Burlington Northern
Chemawa Interchange Section
Marion County
ODOT Agreement No. RR-1088
Project No. I-5-(72)260

RAILROAD COMPANIES
FILE No. [illegible]

Enclosed is Burlington Northern's copy of a fully-executed agreement covering railroad work on the subject project.

As I advised you earlier, the contract on this project has now been awarded.

Thank you for your help in getting this project worked up.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Enclosure
bc: /Robert Gormsen - w/our original
C. T. Keasey
C. O. Fredrickson - w/copy (2)
Dick Nelson - w/copy - Note particularly Item X. We will depend on you to provide the requested items.

[illegible]

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
I-IR-IX-5-5(77)260

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00080

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
11/18/82

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:
Chemawa Interchange Section

11. GENERAL DESCRIPTION OF WORK
Construct railroad overpass structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letters of 11/10/82 and 11/17/82 and contingent upon modification of project agreement if additional funds are needed, you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company by the Highway Division on 11/4/82 at a total estimated cost of $70,740 Federal Funds $65,236.

RECEIVED
STATE HWY ENGR
NOV 30 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11/30

14. DATE
11/18/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 17, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project No. I-IR-IX-5-5(77)260
Chemawa Interchange Section
Marion County

Enclosed is a copy of a November 12, 1982 letter from Southern Pacific Transportation Company, which indicates the railroad overlooked, including in the proposed agreement, the estimated cost of $16,000 for work related to the temporary adjustment of the signal pole line.

I therefore, request that our letter of November 10, 1982 be amended to increase the estimated total cost from $54,740 to $70,740 with no increase in obligation of funds at this time.

CL:bks
Enc.
cc: R. Trygstad
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 15, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project No. I-IR-IX-5-5(77)260
Chemawa Interchange Section
Railroad Agreement
Marion County

Enclosed for your approval are two copies of a fully executed agreement between Burlington Northern Railway and the State Highway Division on the subject project. This agreement sets forth the consideration due the railroad for temporary and permanent easement areas required, as well as the estimated costs for work by railroad forces for track and crossing work.

Authorization for the railroad work is contained in your memo of October 20, 1982 contingent upon concurrence in award of a contract for construction on the subject project.

I further request the return of one copy of the agreement approved for our files.

CL:bks
Enc.
cc: R. Trygstad
General Files

Date: November 10, 1982

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project No. I-IR-IX-5-5(77)260
Chemawa Interchange Section
Proposed Railroad Agreement
Marion County

Enclosed for your approval is one copy of a proposed agreement between the Southern Pacific Transportation Company and the Highway Division on the subject project. The proposed agreement sets forth the benefits to the railroad for elimination of the grade crossing through construction of the overcrossing as well as estimated cost for work by the railroad to adjust their facilities.

I further request authorization to proceed with work by the railroad at an estimated total cost of $54,740 with no increase in obligation of funds at this time.

CL:bks
Enc.
cc: R. Trygstad
General Files

9561

Parkway C.

ROAD DESIGN SECTION

DES 16

Dick Nelson
Project Manager

November 9, 1982

Michael Lucker
Landscape Designer

Chemawa Interchange Planting Plans

Tree relocations on sheets 11 and 14 result from a phone conversation with Portland General Electric. They noticed a conflict with their power lines, so we've moved just those trees which appear to interfere.

The size of circle shown for trees on our plans indicate probable size at maturity. As such, they can be used in case any more trees have to be moved because of utility conflicts.

1 Versteeg
Anderson
Adams
2 [illegible]
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 09 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring
Action

ML:kg

9561

DES 16 Parkway

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Richard E. Nelson
Project Manager

DATE: November 4, 1982

Original Signed by R. R. ADAMS

FROM: Don Adams
Final Design Engineer

SUBJECT: Chemawa Interchange Section
Pacific Highway
Marion County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 04 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ✓
Action

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9217-00	"CN" Line	12' Left	Profile Grade
9217-01	"CN" Line	12' Left	Subgrade
9217-02	"SC" Line	12' Right	Profile Grade
9217-03	"SC" Line	12' Right	Subgrade
9217-04	"NB" Line	Centerline	Profile Grade
9217-05	"NB" Line	Centerline	Subgrade
9217-06	"NB" Line	12' Left	Profile Grade
9217-07	"NB" Line	12' Left	Subgrade
9217-08	"NC" Line	Centerline	Profile Grade
9217-09	"NC" Line	Centerline	Subgrade
9217-10	"CS" Line	Centerline	Profile Grade
9217-11	"CS" Line	Centerline	Subgrade
9217-12	Bikeway	Centerline	Profile Grade
9217-13	Bikeway	Centerline	Subgrade
9217-14	Chemawa Rd. (N Line)	Centerline	Profile Grade
9217-15	Chemawa Rd. (N Line)	Centerline	Subgrade
9217-16	"C" Line	Centerline	Profile Grade
9217-17	"C" Line	Centerline	Subgrade
9217-18	"SB" Line	Centerline	Profile Grade
9217-19	"SB" Line	Centerline	Subgrade
9217-20	"CK" Line	Centerline	Profile Grade
9217-21	"CK" Line	Centerline	Subgrade
9217-22	"KC" Line	Centerline	Profile Grade
9217-23	"KC" Line	Centerline	Subgrade
9217-24	Shoofly Line	Top of Rail	Profile Grade
9217-25	Shoofly Line	Subgrade	Subgrade

Attachment
cc: Jim Grassman

Contains Recycled

9561

Parkway

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

November 1, 1982

Phil Stearns, Federal Aid Specialist
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Chemawa Interchange
W.O. #800400
At Interstate 5
Plan Approval

Dear Mr. Stearns:

This is in reply to your letter of July 1, 1982. Returned herewith is one set of grading, paving and signing plans approved by the City of Salem. Also enclosed is a certified copy of Resolution 82-159 adopted by the Salem City Council on October 18, 1982 approving these plans.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D Brinkley

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:
Enclosures

cc: Ralph Lambert, Project Engineer

1 Verstoeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 05 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring
Action

/ 7.E.

CHEMAWA INTERCHANGE SECTION PACIFIC HIGHWAY MARION COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAI
FAI-X

OF OREGON

F TRANSPORTATION

HWAY DIVISION

PROPOSED PROJECT

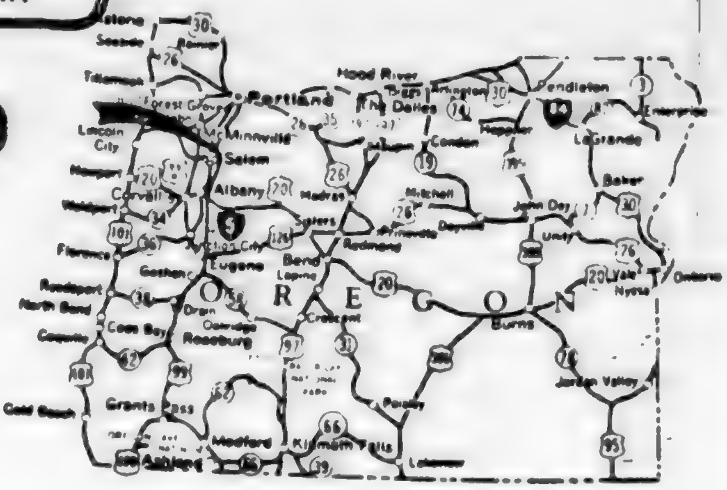
PRELIMINARY COPY
JUN 2 8 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

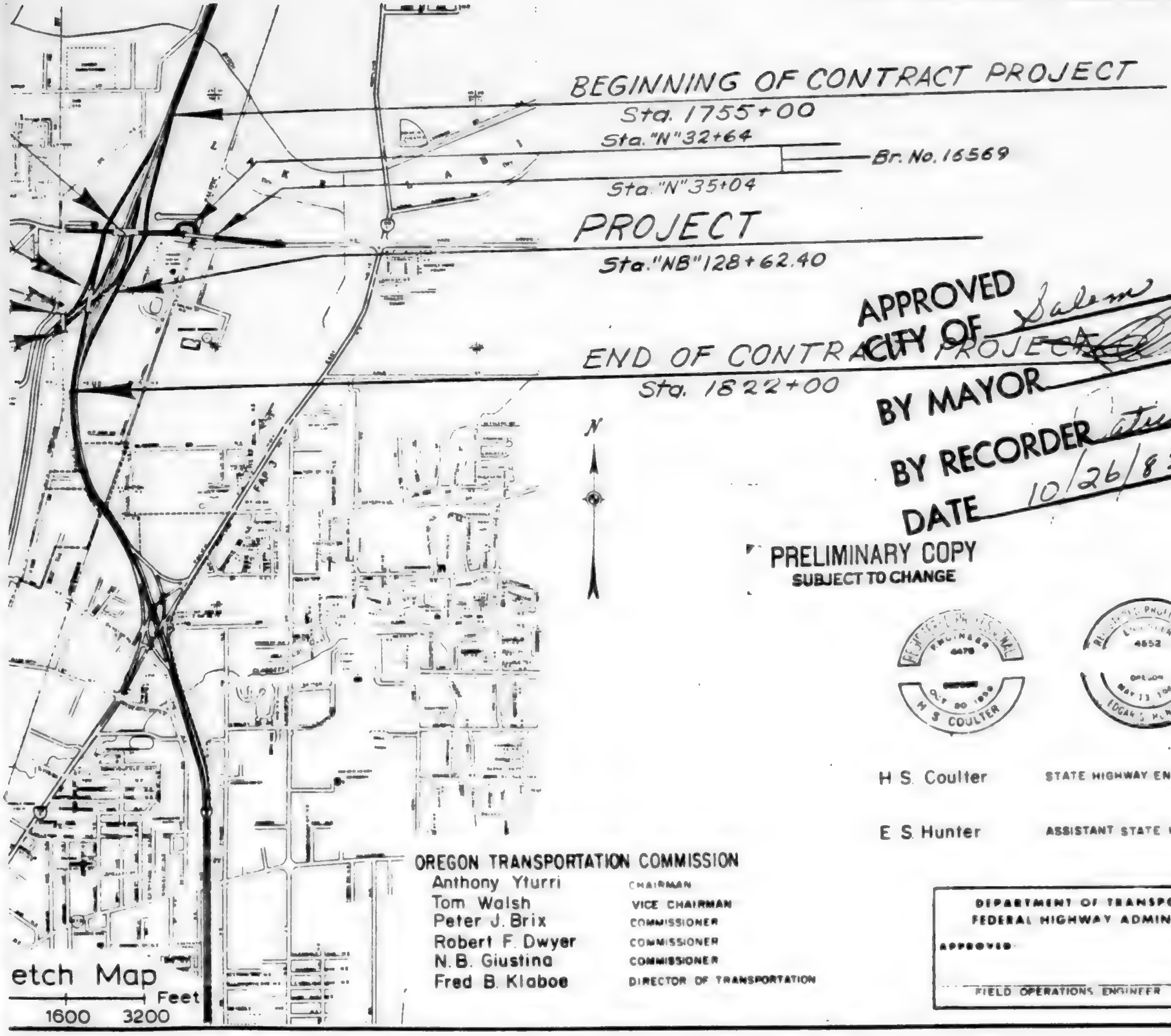
ERCHANGE SECTION

IC HIGHWAY

RION COUNTY



Portland
Hood River
The Dalles
Arlington
Pendleton
La Grande
Enterprise
Baker
Forest Grove
Tillamook
Seaside
Lincoln City
Newport
Salem
McMinnville
Albany
Corvallis
Eugene
Florence
Reedsport
North Bend
Coos Bay
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Bend
Redmond
Madras
Prineville
Burns
John Day
Ontario
Vale
Nyssa
Jordan Valley
Gold Beach
Lakeview
O R E G O N



BEGINNING OF CONTRACT PROJECT
Sta. 1755+00
Sta."N"32+64
Br. No. 16569
Sta."N"35+04
PROJECT
Sta."NB"128+62.40
END OF CONTRACT PROJECT
Sta. 1822+00
N
etch Map
Feet
1600
3200

APPROVED
CITY OF Salem
BY MAYOR
BY RECORDER
DATE 10/26/82

PRELIMINARY COPY
SUBJECT TO CHANGE

4852
H S COULTER
EDGAR S HUNTER

H S. Coulter — STATE HIGHWAY ENGINEER

E S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER DATE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-IX-5-5(77)260

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00080

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG.
NOV 1 '82
REFER TO

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/20/82	Interstate 5	Primary 1

10. GENERAL LOCATION:
Chemawa Interchange Section

11. GENERAL DESCRIPTION OF WORK
Grading, paving, structures, signals & landscaping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Attachment A

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/18/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $6,760,267 Federal Funds $6,057,299.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/20/82	G. R. Hessner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Attachment A

I-IR-IX-5-5(77)260
Chemawa Interchange Section

Railroad Protective Service	$ 75,000
Permanent Pavement Striping S.F.	6,000
Temporary Pavement Striping S.F.	2,000
Remove Pavement Striping S.F.	1,500
Asphalt Cement Adjustment	56,000
on the job trainees	2,400
Bideway Signs S.F.	1,500
Bikeway Striping & Legend S.F.	1,500
Relocate Power to Sign Bridge on Structure S.F.	2,500
State Furnished Software	500
Signal Controller Testing	1,925
R.R. Work by B.N.R.R.	200,000

Portway

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 18, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: PS&E Authorization Request

P.S.&E. documents have been submitted to your department for the following Federal-Aid project and, accordingly, we are requesting your authorization to advertise for bids to be received on November 18, 1982 in accordance with FHPM 6-4-1-6, Par. (7).

I-IR-IX-5-5(77)260 Chemawa Interchange Section

This will be a four week advertising period because of the extensive amount and types of construction that needs to be computed to submit their bid. We need the ad released on October 20, 1982 for an advertisement on October 21, 1982.

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-2.

All right of way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

Form 734-3122

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by a previously submitted utility-railroad status report.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

I certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:bkc
cc: Jack Sullivan

4528

6

U.S. Department
of Transportation

Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-5(72)260
Chemawa Interchange Section
Salvage Value of Railroad Crossing Equipment

Date: October 13, 1982

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Based on the analysis provided in Mr. Boyd's October 5, 1982 letter on the subject matter, we concur that the salvage value included in the Railroad Agreement ($2,535) for the subject crossing is appropriate.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (R D Trygstad)

RECEIVED
TECHNICAL SERVICES
OCT 19 '82
REFER TO

RECEIVED
STATE HWY ENGR
OCT 19 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ROW 18-2

October 5, 1982

RECEIVED
STAT HWY ENGR
OCT 7 '82
REFER TO
Schwartz
FOR
Info ☒ Inves ☐ R/D ☐ D R ☐ Sign ☐ Act ☐ File ☒

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Chemawa Interchange Section
Pacific Highway
City of Salem
Project No. I-5-5(72)260
FHWA File HPD.1-OR

NOTED
W. E. SCHWARTZ

Your May 25, 1982 letter signed by Mr. Hossner discussed the matter of salvage of the railroad equipment at the Chemawa Road grade crossing when it is replaced by a grade separation. You indicated that the salvage equipment should be relocated to a new location, upgraded to present standards, and installed with a net material cost savings of $30,000 to $35,000.

The Southern Pacific Transportation Company, in the agreement that they presented us for the work that they will do as a part of this project, indicate a salvage value of $2,535. In looking into this matter, I find that the original installation was made in April 1975 which means that by the time the equipment is removed, it will have been in service eight years. I also found that the original cost was in the vicinity of $39,000. About one-half of the original installation cost is for labor. About one-half of the material cost is for track circuits and other non-salvageable equipment. The costs breakdown is as follows:

ORIGINAL INSTALLATION ESTIMATE - - - - (92% FHWA - 8% State)	$ 39,000
Breakdown	
Equipment - - - - - - - - - - - -	$ 9,750
Non-salvageable Materials; Wire, track circuits, etc.- - -	$ 9,750
Labor - - - - - - - - - - - - - - -	$ 19,500
TOTAL	$ 39,000

Form 734-3122

The only equipment which is salvageable is valued in the project at $9,750. Since a time period of eight years has passed, an entire new generation of signal equipment is available and utilized in new projects. The equipment to be salvaged is substandard, no longer used or would require considerable modification to be reused. In many cases, they have changed manufacturers. As in our traffic signal equipment, the only use for this old equipment is for replacement in similar vintage equipment. The problem with this is having the equipment available in the right area so that it can be used.

It is very difficult to know exactly what the usable salvaged material is worth. For this reason, I hope that following the reasoning above, you can concur with the salvage value included in the railroad agreement. As you can see, based on the project cost, the Southern Pacific Transportation Company is allowing over 25% in salvage value after an eight-year period of use.

RDT/JBB/llr

cc: Fred Miller
H. S. Coulter ✓
E. S. Hunter
V. E. Skoog
D. H. Moehring

13

ROW 18-2

October 5, 1982

RAILROAD COMPANIES
FILE No. 1109

Mr. R. A. Engelbert
Southern Pacific Transportation
Company
324 Union Station
Portland, OR 97209

ATTN: LeRoy Hummel

Construction Agreement
Chemawa Interchange Section
Pacific Highway
City of Salem
Project No. I-5-5(72)260
ODOT Agreement No. RR-1109
SPTC File GM064246

Attached are the duplicate counterparts of the proposed agreement covering construction of an overpass at Chemawa Road in Salem. The agreements have been signed by Mr. Boyd on behalf of the Department of Transportation and are being returned to you for execution by your principals.

Cordially,

RD Trygstad

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachment
bc: D. E. Wilkens, FHWA - w/copy
J. L. Sollis
J. B. Boyd
Robert Gormsen
D. E. Swan - w/copy (2)
C. O. Fredrickson - w/copy (2) - Please give copy to Proj. Mngr.
E. S. Hunter
J. H. Versteeg

B

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E. S. Hunter
Assistant State Highway Engineer
for Technical Services

DATE: September 22, 1982

FROM: J H Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: FAI and FAI-X Funding
Chemawa Road Interchange

The Chemawa Road Interchange requires $4,888,000 of federal funds of the FAI portion of this project. The engineer's estimate is $2,900,000 = 2,5 FAIX for the FAI-X funded portion and $5,300,000 for the FAI funded portion.

The following list of projects have obligated federal funds in the indicated amounts:

S. Banfield I-205	Construction	12 500 000 ~~$13,600,000~~
W. Freemont	R/W Acquisition	$ 7,800,000
Water Avenue Ramp	R/W Acquisition	$ 3,900,000

Mr. Bothman's August 31, 1982 letter indicates a balance in Federal-aid authority of $3,700,000. Attached is a list of projects that are scheduled to be contracted in October. Steve reports a potential balance of $400,000 as of September 30, 1982.

JHV:rw

Attachment

81-125-1387

Contains Recycled Materials

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

LEG

TO: Section Heads
Region Engineers

DATE: August 31, 1982

FROM: Robert N. Bothman RNB lb
Assistant State Highway Engineer

SUBJECT: Federal-Aid Construction Program

We presently have available $3.7 million in federal-aid obligation authority--$2.3 million from redistribution of federal authority received last week from other states, and $1.4 million from recent contract underruns. We plan to use these funds to award 1982 projects that have been delayed for various reasons.

Attached for your information are three lists showing 1982 projects to be contracted with remaining 1982 federal-aid. List #3 contains two projects that cannot be financed at this time with 1982 monies. If we receive favorable bids at the September bid openings (indications are we will), the underruns will be applied to these two projects. Projects on all three lists will be placed on the "Schedule of Contract Lettings" for an October 28 bid opening.

These projects should be readied for PS&E in September. The $2.3 million must be readied for obligation before the federal fiscal year ends, September 30.

Attached is a Congressional update to provide an idea of funding which can be anticipated for our 1983 program. The supplemental appropriation has been vetoed by the President. There is a possibility of an override. If the supplemental appropriation veto stands, that funding will be added to the 1983 appropriation legislation and authorization bill which needs to be approved prior to proceeding with our 1983 program, with the exception of Interstate 4R.

The 1983 program, at this point, looks like a repeat of the 1982 program. Although, the current legislation provides about a ten percent increase in the program for Oregon, that ten percent represents the loss due to the ceiling imposed in 1982 on the original funding for Oregon. The 1983 legislation provides a reduction in federal-aid Interstate, an increase in Interstate 4R and an increase in highway bridge replacement funding.

RNB:lb

Att.

cc Fred D. Miller
H. S. Coulter
E. S. Hunter
W. E. Schwartz
Alan Lightner

CONGRESSIONAL UPDATE

27 Aug 82

FY-82 Supplemental Appropriation (HR 6863)

Passed both House and Senate; awaiting President's signature

Contains: $10 million FAIX highway funds for Oregon

$ 1 million FAIX transit funds for Oregon

The Alsea Bay bridge was given priority consideration for discretionary bridge funding in the Senate Committee Report.

FY-83 Appropriation

Passed House Appropriations Committee; awaiting House floor debate

Contains: $60 million FAIX highway funds for Oregon

$56 million FAIX transit funds for Oregon

The Alsea Bay bridge was given priority consideration for discretionary bridge funding in the House Committee Report.

Highway Authorization Bill

The House Public Works and Transportation Committee has passed a bill providing one year authorizations (HR 6965 amended HR 6211) and the bill is ready for debate on the House floor sometime after September 7. It will then go to the Senate side and join the Senate bill. The one bottleneck is the tax committee action concerning extension of the trust fund. Most of their attention has been on the President's tax package and consequently not much has been done on the highway revenue titles. Each committee has something to do, and it will be difficult to get them all concluded by October 1.

If the FY-82 Supplemental is vetoed, the FY-83 Appropriation bill will likely be scrapped and the FY-82 figures will be combined with the FY-83 figures to produce the new FY-83 Appropriation bill. It will be hard to tell how we might fare under that approach, but we are ready to push our positions hard if that does in fact occur.

LIST #1

PROJECTS TO USE
THE
1982 REDISTRIBUTION FUNDS
AUGUST 1982

STATE HIGHWAY NO.	PROJECT	PROGRAM YEAR	TYPE WORK	TOTAL ESTIMATE ($1,000)	FEDERAL FUNDS
	URBAN SYSTEM				
720	Mill St.-5th St. (Springfield)	82	G-P-Sigs-Illum.	$ 1,020	$ 900
				$ 1,020	$ 900
	BRIDGE REPLACEMENT STATE				
240	Pony Creek Bridge #3225A	82	G-P-Str.	$ 563	$ 451
				$ 563	$ 451
	BRIDGE REPLACEMENT-OFF SYSTEM				
2027	N. Fk. Ash Cr. Br. (Independence)	82	G-P-Str.	$ 156	$ 125
2009	C.O.I. Canal Bridge	82	Str.	115	92
				$ 271	$ 217
	HAZARD ELIMINATION				
1E	Pacific Hwy. E. @ Hilficker Rd. (Salem)	82	Signal	$ 89	$ 80
9	Oregon Coast @ 22nd St. (Reedsport)	82	Sig-Lt. Turn	59	53
				$ 148	$ 133
	PAVEMENT MARKING				
1234	Washington Co. Pvmt. Marking Project. #2	83	Pvmt. Marking	$ 505	$ 505
1221	Lincoln City Pvmt. Marking Project	83	Pvmt. Marking	95	95
				$ 600	$ 600
	TOTAL ALL FUNDS			$ 2,602	$ 2,301

LIST #2

PROJECTS TO USE ADDITIONAL DEOBLIGATED FUNDS

STATE HIGHWAY NO.	PROJECT	PROGRAM YEAR	TYPE WORK	TOTAL ESTIMATE ($1,000)	FEDERAL FUNDS
		PRIMARY			
333	Hermiston-Old Oregon Trail	82	Overlay-Widen	$ 1,100	$ 970
				$ 1,100	$ 970
		BRIDGE REPLACEMENT OFF-SYSTEM			
2016	Irrigation Canal Br. #31C102	82	Str.	135	108
				$ 135	$ 108
		HAZARD ELIMINATION			
22	Crater Lake Hwy. @ Antelope Road	82	Sigs.	77	70
				$ 77	$ 70
		TOTAL ALL FUNDS		$ 1,312	$ 1,148

LIST #3

BACKUP PROJECTS TO USE ANY ADDITIONAL FUNDS FROM GOOD BIDS

STATE HIGHWAY NO.	PROJECT	PROGRAM YEAR	TYPE WORK	TOTAL ESTIMATE	FEDERAL FUNDS
		INTERSTATE			
1	Chemawa Rd. Interchange	83	G-P-S-Sig-Ill.	$ 5,300	$ 4,888
				$ 5,300	$ 4,888
		PRIMARY			
31	Lyons & Ellsworth Streets (Albany)	82	G-P-Dr.	1,482	1,307
				$ 1,482	$ 1,307
		TOTAL ALL FUNDS		$ 6,782	$ 6,195

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: D. H. Moehring
Program Management Engineer

DATE: September 20, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Railroad Status Report
October 28, 1982 Bid Letting

REFERRED TO
Beard Steudenmeyer
Cole [illegible]
T Erikson ZE Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER
Return To File

The following is the status of railroad negotiations on the listed project:

CHEMAWA INTCHGE. SECTION, PACIFIC HWY., MARION CO.
Project No. I-IR-IX-5-5(77)260

We needed a permanent easement and some temporary easement from Burlington Northern for this project. We have received an Advance Right of Entry from Burlington Northern. The agreed upon price for the right of way is $33,200 for the permanent easement and $7,660 for the temporary easements. There is approximately $185,000 worth of work that Burlington Northern will be performing for us under this contract. This includes the construction of a haul road, building a shoofly and installing the track on the structure. We will also pay Burlington Northern protective costs which we estimate to be $30,000. Our contractor will be required to carry railroad protective insurance.

This project also involves the Southern Pacific Transportation Co. We need an easement from them and will be turning back part of the existing easement. There will be no charge for this. We have received an Advance Right of Entry from the Southern Pacific Transportation Co. The Railroad Co. will have to move and protect their communications lines and remove the existing railroad signals at the Chemawa Road crossing. This is estimated to cost $15,000. We will also have to pay the Southern Pacific Transportation Co. protective costs which are estimated to be $35,000. Our contractor will also have to carry railroad protective insurance for the Southern Pacific Transportation Co.

I know of no reason at this time why the Railroad's involvement will cause any problem to the letting of this contract.

I certify to the best of my knowledge that these statements are correct in regard to Railroad negotiations on this project.

RDT/llr
cc: J. H. Versteeg
D. E. Swan (2)
Jack Sullivan
Warren Richards

ROW 18-2

August 31, 1982

Mr. R. R. Rauscher
Industrial Development Rep.
Burlington Northern Railroad Co.
1310 American Bank Building
Portland, OR 97205

Chemawa Interchange Section
Pacific Highway
Marion County
ROW File 52415
Project No. I-5-5(72)260
ODOT Agreement No. RR-1088

RAILROAD COMPANIES
FILE No. [illegible]

Dear Bob:

Returned herewith is an accepted copy of the Advance Right of Entry which you prepared regarding the subject project.

Bob, I appreciate your efforts in obtaining this document for me.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Enclosure

bc: ~~Robert Gormson~~ - w/signed original
E.S.Hunter
Walt Hart
J. B. Boyd
J. H. Versteeg
C. O. Fredrickson
Virgil Wilson
(All with copy)

BURLINGTON NORTHERN

INDUSTRIAL DEVELOPMENT AND
PROPERTY MANAGEMENT DEPARTMENT

[illegible]
[illegible]
Portland, Oregon [illegible]
Telephone (503) 241-[illegible]

August 27, 1982

ODOT AGREEMENT NO. RR-1088

Mr. Roger D. Trygstad, P.E.
Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Project No. I-5-5 (72) 260

Dear Mr. Trygstad:

Right of entry is hereby granted to the State of Oregon for the purpose of awarding contract for construction of the above project; said right of entry subject to the following express conditions:

1. State of Oregon agrees to pay to Burlington Northern (Oregon-Washington), Inc. - for the sake of brevity hereinafter referred to as BN(O-W) - a consideration of $33,200 for required permanent easement upon and across BN(O-W) right-of-way, and additional consideration of $7,660 for temporary occupancy of said BN(O-W) right-of-way during the period of construction of said project.
2. State of Oregon further agrees that no work will be performed on said BN(O-W) right-of-way until proper insurance has been furnished to, and approved by, BN(O-W).
3. State of Oregon further agrees to accept and promptly execute a formal Construction and Maintenance Agreement covering the work to be performed on BN(O-W) right-of-way when said agreement is submitted for that action.

Yours truly,

R. R. Rauscher

R. R. Rauscher
Ind. Dev. & Property Mgmt. Representative

RRR:lkm

FIle: 589 - Bush, Or.

Express conditions herein
stated, hereby accepted by:

J B Boyd
For the State of Oregon
R/W Manager
8/31/82

Dale K. Hormann
Acting
ASST. ATTORNEY GENERAL

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Chemawa Interchange
Date August 25, 1982
Highway Pacific, #1
Authorization No. 2
County Marion #24
Survey Prefix 624-1975 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly terminus is approximately 0.6 miles northerly from the existing Chemawa Road Structure, M. P. 260.8. The southerly terminus is approximately 0.7 miles southerly from the existing Chemawa Road structure, M.P. 259.5. The length of the project is 1.3 miles.

Purpose of Survey:

Prepare Plans, Specifications, & Estimate of Cost to construct interchange ramps at the freeway. Reconstruct county road from the BNRR to 1200± east of the SPRR tracks, including an overcrossing of the SPRR.

Estimate of Cost:

Project Manager	(901)	$20,000	Environmental Section	(923)	200
Local Government	(903)	40,000	Structural Foundations	(926)	1,000
Final Design	(905)	71,500	Utility Engineer	(932)	1,000
Bridge Design	(906)	30,000	Surfacing Engineer	(933)	4,000
Preliminary Design	(907)	3,500	Soils Engineer	(935)	1,000
Region Geology	(910)	5,000	Training	(950)	2,000
Traffic Section	(911)	5,000			
Landscape	(912)	7,000			
Utility Liaison	(914)	1,500			
Location	(918)	500			
Program Management	(920)	400			
Specifications	(921)	4,500			
Adm. Serv. (Eng)	(922)	200			

I-5-5(72)260
7-23-82

Bring Up - Thru PSE

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 198,300
Previous authorization	86,400
Additional authorization requested	111,900
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
P. Lewellyn, Cost & Records Spec.
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Frank E. Perpin
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

bc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
C. O. Fredrickson

NOTED
E. S. HUNTER

ROW 18-2

August 25, 1982

Mr. R. A. Engelbert
Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Chemawa Interchange Section
Pacific Highway
Mation County (City of Salem)
ROW File 52385

ATTN: LeRoy Hummel

As we have discussed many times in the past, time is really critical on the Salem Parkway project. If you could send us an Advance Permit of Entry we could advertise the project. I wish that you would do this as soon as possible.

Eventually, we will need the following:

1. The easement that is to be made out in the name of the City of Salem.

2. Your estimate or agreement covering the cost of moving or protecting your communications line. Also, included in this estimate or agreement should be the cost of removing the existing signalization on Chemawa Road. This will be done after we get the traffic on the structure. Please bear in mind that the Federal Highway Administration has indicated that they feel there should be considerable salvage for the signal equipment despite the fact that it has been in service approximately seven years. You should either give us a salvage value or a good argument to pass on to the FHWA.

3. If you desire, the agreement should indicate that the Southern Pacific Transportation Co. is expected to pay five percent of the portion of the grade separation structure which is required due to the existence of the railroad. We estimate this five percent to be $27,500. This item is covered in the PUC Order, so you may not find it necessary.

RECEIVED
TECHNICAL SERVICES
AUG 25 '82
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

It is very important to the Highway Division to let this project as soon as possible. An Advance Permit of Entry would allow this. I hope that you can give it a high priority and then follow with the three items listed above as soon as possible.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
cc: H. B. Berkshire, SPTC San Francisco

7564

Salem

ROAD DESIGN SECTION

DES 16

Gary Zehner
Urban Programs Coordinator

August 25, 1982

Fred Eriksen
Fred Eriksen
Design Supervisor

1 Versteeg ✓
Anderson
3 Adams
2 Olson

Sullivan
Terpin
Trout
Wakarlig

RECEIVED
AUG 27 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Chemawa Interchange Section
Pacific Highway
Marion County

We have reviewed Mr. Robert Hansen's comments regarding the returned "approved" plans for the project and we have revised the connection to Indian School Road (sheet 6A) as he requested.

The rest of his comments dealt with signing to which the Traffic Section should respond.

Attached is the signed copy of project plans.

FE:rw

Attachment

cc: Phil Stearns
Bob Gettis

Eriksen

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING 588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

July 27, 1982

Mr. Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Plan Approval, Chemawa
Interchange Section

Dear Mr. Stearns:

In accordance with your letter request of July 1, 1982, the Marion County Board of Commissioners has approved Preliminary plans dated June 28, 1982, for the "Chemawa Interchange Section, Pacific Highway."

That portion of the project shown on Sheet 6A, the connection to Indian School Road, directly affects a Marion County area now being considered as a mass-burn facility site. It is requested that the road connecting to the "C" line be redesigned in accordance with the attached sketch to provide better truck access to the north and west.

[illegible] Their latest thinking. [illegible] 8/9/82

Inasmuch as most of the completed project will lie entirely within jurisdiction of the Oregon State Highway Division and City of Salem, County conducted a limited technical review. This review indicates that additional permanent warning signs, as noted on Sheet 2E-3, should be considered. Plans received for County review show directional sign locations (identified by hexagon enclosed numbers) for sign types 1 through 49, but sign details were not found in the plans for numbers 7, 8, 9, 21, 22, 44, 46 and 47. Signs 11, 15 and 16, exit 206B, probably should read "exit 260B." This should be clarified. County comments dated October 29, 1981, on the sign plan are also attached for ready reference. Comments 1a and 1b are still considered to be valid.

In view of jurisdictions over the completed project, County is offering above comments, other than that on the Indian School Road exit, as suggestions for consideration only. These suggestions do not preclude design changes required by State or the City of Salem.

RECEIVED
JUL 30 1982
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring / /
Action

Sincerely,

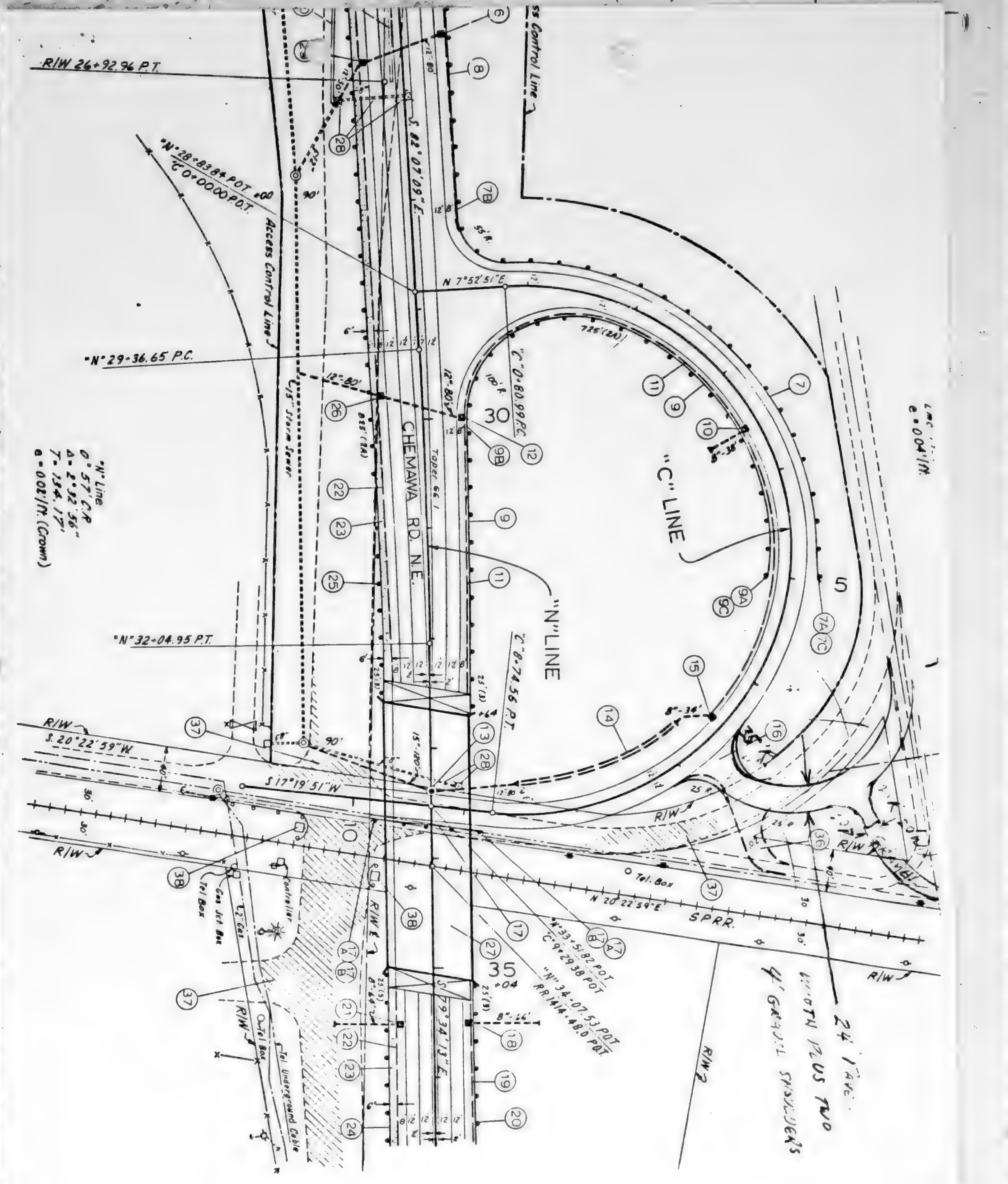
Robert J. Hansen
Director of Public Works

JJG:rw
Attachments

cc: Board of Commissioners
Ron Merry

[illegible] File

Revisions to plans [illegible] have been made. [illegible] 8-10-82
Copy of letter [illegible]


R/W 26+92.96 P.T.
"N" 28+83.84 POT +00
"C" 0+00.00 P.O.T.
Access Control Line
Access Control Line
S 82°07'09"E
N 7°52'51"E
"N" 29+36.65 P.C.
"C" 0+80.99 P.C.
15" Storm Sewer
CHEMAWA RD. N.E.
"C" LINE
"N" LINE
"N" Line
D-0°57' C.R.
Δ-2°32'56"
T-134.17'
e-0.08'/ft. (Crown)
e=0.04'/ft.
"N" 32+04.95 P.T.
"C" 8+74.56 P.T.
Taper 66:1
30
35
5
10
+64
+04
R/W
S 20°22'59"W
S 17°19'51"W
N 20°22'59"E
SPRR
"N" 33+51.82 POT
"C" 9+29.38 POT
"N" 34+07.53 POT
RR 1414+48.0 POT
S 9°34'13"E
Tel. Box
Gas Jct. Box
Controller
Tel Underground Cable
R/W
24' PAVE. WIDTH PLUS TWO 4' GRAVEL SHOULDERS
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8
7B
28
26
22
23
25
11
9
10
12
9B
9
11
9A
9C
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7A
7C
15
14
16
13
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38
36
37
17
17A
17B
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37

MARION COUNTY
BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Ken Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

October 29, 1981

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

RE: Salem Parkway and I-5 Signing

Dear Phil:

Reference is made to your letters of October 22, 1981, forwarding signing plans for the Chemawa Interchange and Salem Parkway projects for Marion County approval.

These plans have been approved insofar as they pertain to Marion County, subject to notations on the drawings and to the following comments; and a signed copy of each is returned herewith.

1. Chemawa Interchange (Brooks Interchange):

    a. It is suggested that instead of "Hopmere" on the three southbound traffic signs at Exit 263, "Lone Tree Bar State Park" and "Wheatland Ferry" be shown. These two destinations are expected to attract considerably more traffic than Hopmere or other communities which could be reached from the Brooks exit.

    b. Silverton should not be shown as a destination from the Brooks Exit since there is no convenient route from Brooks to Silverton. Silverton traffic should exit I-5 at the Market Street exit and thence to State Sign Route 213 or at Woodburn to State Highway 214.

    c. The listing of Salem exits on Quinaby Road overpass should include "Salem Parkway 2¼".

d. It appears that Exit 259 Signs to "N. Salem" should read "Salem", inasmuch as this exit provides the most direct route to most of Salem, including the Central business district, much of South Salem, and West Salem.

e. The "State Capital Next 3 Exits" sign could be revised to read "State Capital Next Exit" so that traffic to the State Buildings uses the most direct route through the Hayesville exits and so that Salem traffic not proceeding to the State Buildings is not misled.

2. Salem Parkway:

   a. Suggested minor changes are noted on the drawing.

   b. Signing here does not appear to reflect construction of approved corollary projects. Some changes will be required at the time the Hyacinth Street extension to Verda Lane is constructed.

3. General:

   County appreciates the opportunity to comment upon these plans, and our comments are furnished as suggestions. The State has jurisdiction over I-5 and the Chemawa Interchange (which is located within the Salem City limits). The Salem Parkway is almost entirely within the City of Salem. Those portions which are not now within the City are expected to be annexed upon completion of right-of-way acquisition.

If there are questions or Marion County can be of further assistance, please call Robert J. Hansen at 588-5036.

Sincerely,

BOARD OF COMMISSIONERS
FOR MARION COUNTY, OREGON

Harry Carson Jr.
Chairman

Gary Heer
Commissioner

Randall Franke
Commissioner

JJG:cg

cc: D. H. Moehring
L. E. George
Ronald J. Merry
Robert J. Hansen ✓
Enclosure

Parkway

Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

JUL 28 1982

In reply refer to: EVLS
Tract Nos. Sa-C-195, -195A
Santiam-Chemawa Line

Your Reference:
ROW 18-4
Chemawa Rd. ~~O'Xing of SPRR~~
Chemawa Rd. Interchange Section
Salem Parkway (FAU 1525)
Marion County

Mr. Jack M. Cartwright
Utility Relocation Coordinator
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Cartwright:

The revised preliminary plans for the above-referenced project transmitted with your June 29, 1982 letter have been reviewed by our engineers. This project crosses the Bonneville Power Administration's (BPA) Santiam-Chemawa transmission line right-of-way in Government Lot 5 of Section 31, Township 6 South, Range 2 West, Willamette Meridian, Marion County, Oregon.

Since there will be sufficient clearance between the new road grade and the conductors, no adjustment to our transmission line facilities will be required. However, because of the increased grade, access to our structure No. 24/3 located north of Chemawa Road will be lost. This was discussed last February when you, BPA Engineer Ralph DeShazer, and I inspected the project site. Ralph DeShazer suggested the possibility of using an existing approach and then following the toe of the proposed fill area, just within the highway right-of-way boundary, to our easement area. You indicated that there may be insufficient space to allow this and that it may be necessary for you to obtain an access easement from the adjacent landowner for our use. If you decide on the latter alternative, please advise so that we may prepare the description and appropriate language for use in the easement document.

Upon receipt of final plans and replacement access, we will issue a crossing agreement for this project. Eight prints of the right-of-way drawing will be needed as an exhibit to this agreement.

RECEIVED
[illegible]
RR & UTILITY UNIT

RECEIVED
JUL 30 1982
RR & UTILITY UNIT

If we can be of help to you, please call me at 230-3251.

Sincerely,

Vivian Dunkle

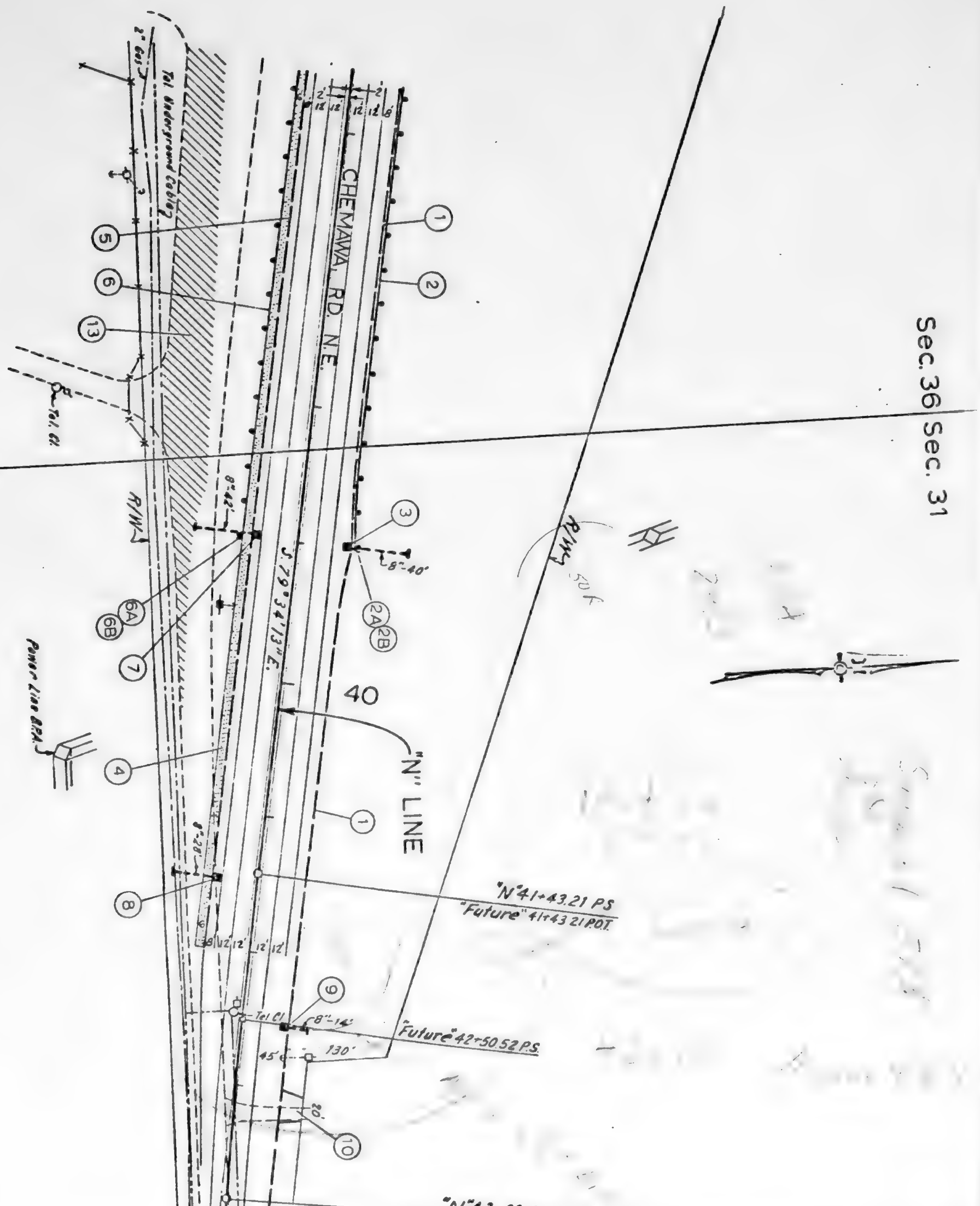
Vivian Dunkle
Realty Specialist
Land Management Unit

1 Versteeg ✓
2 Anderson
Adams
[illegible]
Sullivan
Jerpie
3
RECEIVED
AUG 10 1982
ROAD DESIGN SECTION
Do Not File
Return To
Bring
Action

REFERRED TO
Board Stoudenmeyer
Cole Mann
Erikson F.E. Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Check into this.
Is the solution desired shown in red?

XC: Don Bedford 7-30-82


CHEMAWA RD. N.E.
Sec. 36
Sec. 31
S. 79°34'13" E.
40
"N" LINE
"N" 41+43.21 PS
"Future" 41+43.21 P.O.T.
"Future" 42+50.52 P.S.
"N" 43+83.21 P.S.C.
R/W
R/W
Tel. Underground Cabling
Power Line B.P.A.
Tel. Cl.
Tel. Cl.
8"-42'
8"-40'
8"-28'
8"-14'
130'
45'
20'
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2A
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1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(72)260
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 00080
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/23/82
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1
10. GENERAL LOCATION:
Chemawa Interchange Section
11. GENERAL DESCRIPTION OF WORK
Program change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 7/22/82 I approve the revised Preliminary Engineering Costs to a TEC of $198,300 Federal Funds $182,872.

(Increase TEC $51,900 Federal Funds $47,862)

RECEIVED
STATE HWY ENGR
JUL 28 '82
REFER TO
Mockeing
FOR
Info Have R/D D R Sign Act File

14. DATE 7/23/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9561

Salem Parkway

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TRA 7-5

TO: L. L. Wallace
Assistant Bridge Engineer

ATTN: R. L. Malcom

DATE: July 23, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Chemawa Interchange
Pacific Highway
Marion County

We have reviewed our sign study plan as a result of your letter of July 14, 1982. The following action will be taken:

> Station 1767+75 - Your office will be asked to design a new cantilever for the two signs at this location. The existing cantilever at Station 1735+50 will remain at that location. The new sign area will be 88 square feet in area. We will also request that the cantilever arm be shortened to have the sign located over the proper travel lane.
>
> Station 1830+25 - We have verbally requested your office to review the cantilever design to determine if the structure will support the 18.5' x 10' sign by shortening the truss length.

This office is currently reviewing all signs on this section to accommodate the ORE99E routing over Chemawa Road and the Salem Parkway. You will receive additional design revision when the sign plan review is completed.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George - Traffic Engineer

ELS:ds

cc: J. H. Versteeg
D. R. Adams
D. N. Stoudenmeyer

7561

Salem Parkway

STATE OF OREGON **INTEROFFICE MEMO**

TO: Donald R. Adams
Final Design Engineer

DATE: July 14, 1982 DES 23
16622

ORIGINAL SIGNED
L. L. WALLACE

FROM: L. L. Wallace, P.E.
Assistant Bridge Engineer

SUBJECT: Chemawa Interchange Signing
Pacific Highway
Marion County
BR 16622

The proposed use of two existing cantilever sign supports to support new signs is not feasible as the structures would be seriously overloaded. The cantilever sign support at Station 830+25 was designed to support a sign area of 125 square feet. The proposal would change the sign area supported to 186 square feet, an increase of 49 percent.

At Station 1767+75, the cantilever sign support was designed to support a sign area of 185 square feet without any luminaires. The proposal would change the sign area supported to 245.5 square feet for the signs plus 46.5 square feet for the luminaires for a total area of 292 square feet, an increase of 58 percent.

It may also be desirable to add maintenance walkways to these freeway structures which would add additional stress. To further complicate the problem, AASHTO Specifications for sign structures have reduced the allowable increase in basic stress from 45 percent to 40 percent and increased the wind pressure from 33 psf to 35 psf since these structures were built.

We recommend that these two cantilevers be used only if there is no increase in the supported sign plus luminaire area.

RLM:jrb
Attachment
cc: L. E. George /w/attach.
✓ J. H. Versteeg /w/attach.

REFERRED TO
Stoudenmeyer
Watson
BY FINAL DESIGN ENGINEER

1 ✓
3 [redacted]
2 ✓
4

RECEIVED
JUL 15 1982
ROAD DESIGN SECTION

Action

Contains Recycled Materials
81-125-1387

SP*75803-12

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

FILE:

TO: L. L. Wallace
Bridge Design Engineer

DATE: 6-29-82

FROM: Donald R. Adams
Final Design Engineer

SUBJECT:
Chemawa Interchange Section
Pacific Highway
Marion County

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

New sign to be installed on existing cantilever at sta. 830+25 Rt. - Modify sign supports and Luminaire as necessary.

cc: W. G. Beard
E. Eriksen, Design Team Supervisor

NOTED
[illegible] WALLACE

Contains
Recycled
Materials
81-125-1387

SP*75683.12

324-1941-906

STATE OF OREGON

INTEROFFICE MEMO

FILE: 16622

ROAD DESIGN SECTION

DATE: June 24, 1982

TO: L. L. Wallace
Bridge Design Engineer

FROM: Donald R. Adams
Final Design Engineer

D R Adams

SUBJECT: Chemawa Interchange Section
Pacific Highway
Marion County

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

Sta. 1767+75 reinstall existing cantilever on new concrete footing. Install new illuminated signs.

Sta. "L" 1814+00 New Cantilever; signs to be illuminated

Sta. 1852+00 install new signs on existing sign bridge, signs to be illuminated

Structure Mounts - Quinaby Road structure, sign illuminated
- Perkins Road structure, sign illuminated
- Chemawa Road structure, one sign illuminated
- Pacific Hwy structure, signs illuminated

cc: W. G. Beard
F. Eriksen, Design Team Supervisor

Contains
Recycled
Materials
81-129-1387

NOTED
L. L. WALLACE

SP*73883-12

[illegible] [illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
FINAL DESIGN ENGINEER

DATE: June 30, 1982

FROM: Richard A. Kuehn, P.E. Richard Kuehn
DISTRICT MAINTENANCE SUPERVISOR

SUBJECT: Chemawa Interchange Section
Pacific Highway

I have just two comments relating to this project.

The permenant signing plans cannot be finalized until a decision is made regarding routing Ore 99E over the Parkway.

The concrete barrier does not incorporate the revisions discussed after we began to have problems on the Battle Creek-N. Jefferson Section. There were problems with filling the grout key and securing the sections to the pavement. The reinforcing steel needed to be heavier as the sections broke fairly easily when hit.

RAK/jms

cc: Region Office

REFERRED TO
Beard Stoudenmeyer
Cole Mann
3 Erikson F.E.L. Watson W
Hager 2 Dorn Leu
Return [✓ Discuss] Do File Due
BY FINAL DESIGN ENGINEER

2nd FP

RECEIVED
JUL 1 1982
ROAD DESIGN SECTION
I Adams
Sullivan

cc L. L. George - 2nd FP

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Memo to the File

DATE: June 9, 1982

FROM: A.D. Olson
Preliminary Design Engineer

A.D. Olson

1
2
3
✓Tom
Sale as needed
ob

RECEIVED
1982
ROAD DESIGN SECTION

SUBJECT: Solid Energy Plant
Chemawa Road Interchange
Pacific Highway (I-5)
Marion County

On May 26, 1982 the Board of Commissioners of Marion County approved the necessary zone change, conditional use, variance and plan amendment to allow construction of a "Solid Waste Disposal Site Power Generating Plant" north of Chemawa Road, between I-5 and the SPRR. This would be served off the "C" line which will connect Chemawa Road to Indian School Road.

I am advised that delivery of garbage to the plant is to be by commercial vehicles only. Daily traffic is estimated at 35-40 compactor trucks, 60-70 drop or roll-off box vehicles and 5 large transfer trucks for a total of 100-115 trucks per day. Other traffic on the "C" line is estimated at 1000 ADT.

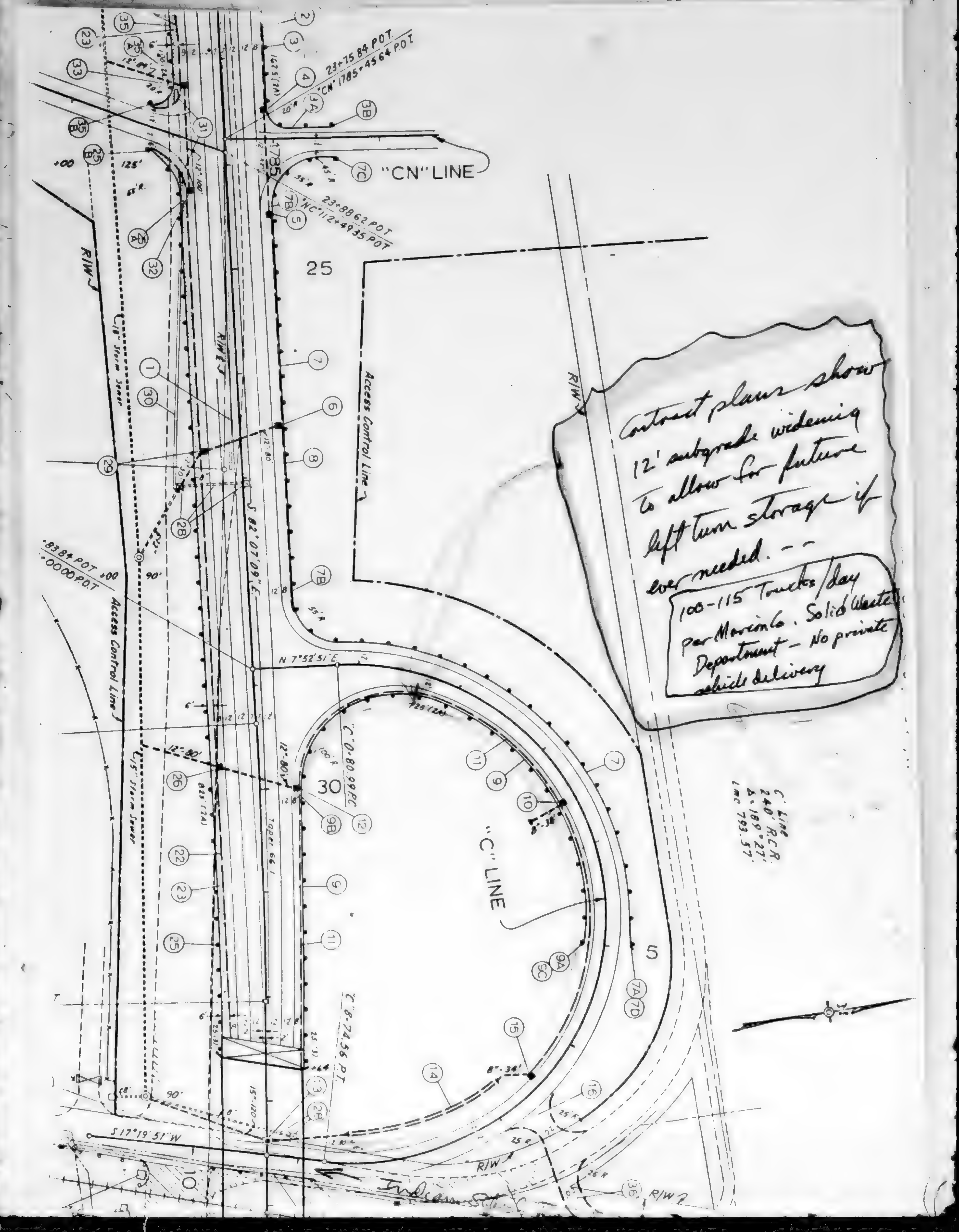
The expected traffic should cause no problem, however; since there is adequate room and material, the subgrade embankment for the "C" line will be widened 12 feet on the inside of the curve to allow for a future left turn refuge if the need should arise, If additional development should occur to the north, it would be possible to bring the "C" line into Indian School Road at a right angle to facilitate moves in that direction.

ADO:kg

copy C.O. Fredrickson

Erikson

NOTED
F. ERIKSEN


"CN" LINE
"C" LINE
23+75.84 P.O.T.
"CN" 1785+45.64 P.O.T.
23+88.62 P.O.T.
"NC" 112+49.35 P.O.T.
1785
25
30
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10
R/W
Access Control Line
C 18" Storm Sewer
C 15" Storm Sewer
S 82°07'09" E
N 7°52'51" E
S 17°19'51" W
-83.84 P.O.T. +00
+00.00 P.O.T.
"C" 0+80.99 P.C.
"C" 8+74.56 P.T.
Taper 66:1
"C" LINE
240' R.C.R.
Δ 189°27'
Lc 793.57
55' R.
25' R.
Indian St.
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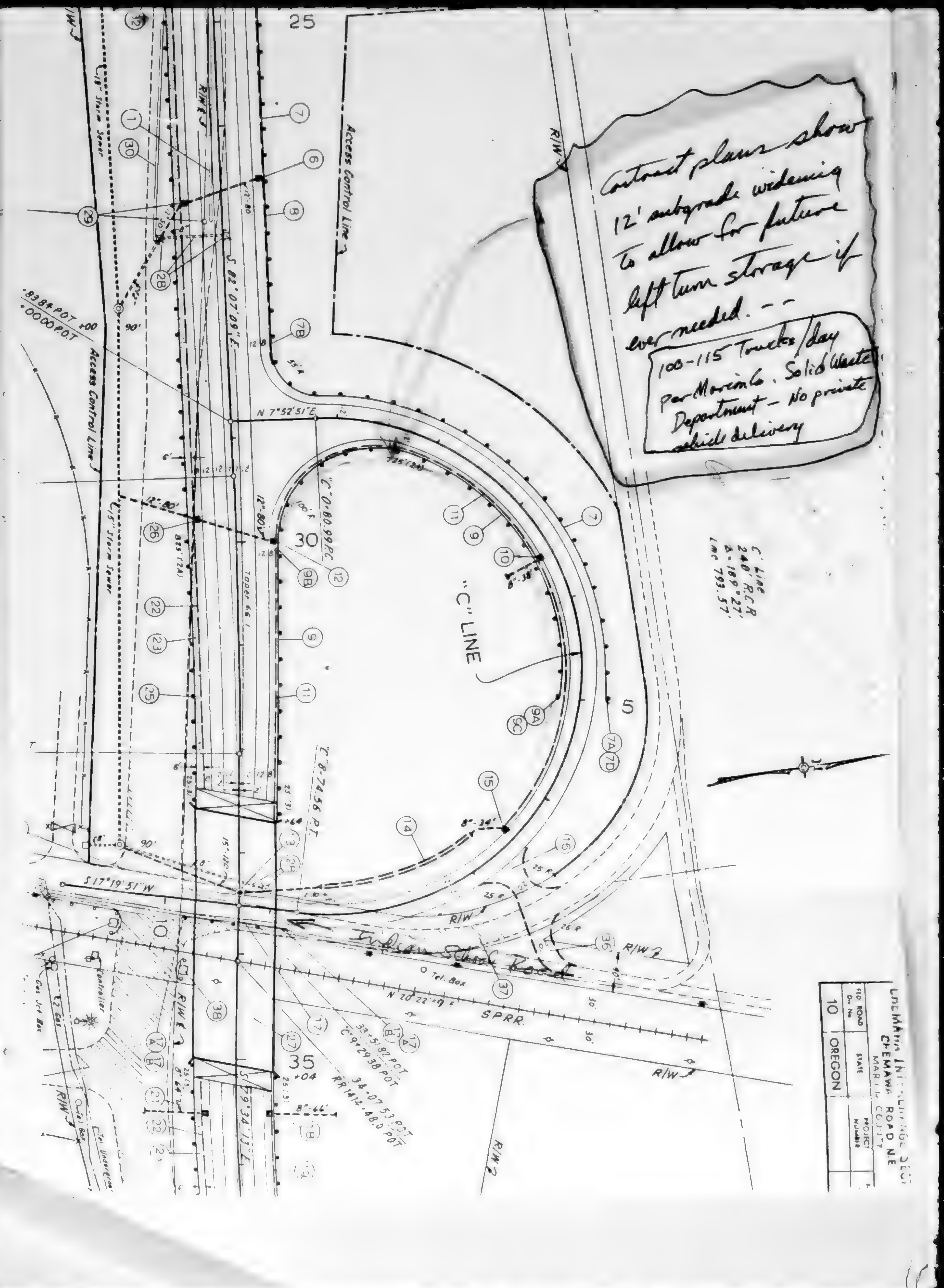
Contract plans show 12' subgrade widening to allow for future left turn storage if ever needed. - -

100-115 Trucks/day per Marin Co. Solid Waste Department - No private vehicle delivery



25
30
35
5
10
"C" LINE
Access Control Line
R/W
R/W E.J
18" Storm Sewer
15" Storm Sewer
S 82°07'09" E
N 7°52'51" E
S 17°19'51" W
S 7°34'13" E
N 20°22'49" E
SPRR
"C" 0+80.99 P.C.
"C" 8+74.56 P.T.
Taper 66.1
C. Line
240' R.C.R.
Δ 189°27'
L.M.C. 793.57
33+51.82 P.O.T.
"C" 9+29.38 P.O.T.
34+07.53 P.O.T.
RR 1414+48.0 P.O.T.
Tel. Box
Controller
Gas Jct Box
Tel Underground
35+04
Indian School Road
CHEMAWA INTERCHANGE SECT.
CHEMAWA ROAD N.E.
MARION COUNTY
FED. ROAD DIV. No.
STATE
PROJECT NUMBER
10
OREGON

Contract plans show 12' subgrade widening to allow for future left turn storage if ever needed. --

100-115 Trucks/day per Marion Co. Solid Waste Department - No private vehicle delivery

MARION COUNTY
BOARD OF COMMISSIONERS
Courthouse, Salem, Oregon 97301
503-588-5212

COMMISSIONERS
Gary Heer, Chairman
Randall Franke
Harry Carson, Jr.

ADMINISTRATIVE
OFFICER
Ken Roudybush

RECEIVED
STATE HWY ENGR
JUN 2 '82
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒					☒	

May 27, 1982

TO ALL INTERESTED PARTIES:

NOTICE OF DECISION re Comprehensive Plan Amendment/Zone Change/ Conditional Use/Variance Case No. CP/ZC/CU/V 82-1, Biggins and Trans Energy Systems, Clerk's File No. 3335-PZ

Decision and Order was entered by the Board of Commissioners in the above matter on May 26, 1982 (Ordinance No. 625). Because this is a lengthy document (51 pages) we include herewith the first four pages only. Should you wish copies of the exhibits (pages 5 through 51), they will be made available at a cost of 10¢ per page. Please let us know in advance if you wish to have copies, as we will need time to have them reproduced.

Sincerely,

BOARD OF COMMISSIONERS

Gary Heer
Chairman

Randall Franke
Commissioner

Harry Carson Jr.
Commissioner

RECEIVED
TECHNICAL SERVICES
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FOR

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Not necessary
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att

cc: Gene and Carolyn Biggins, 3165 Chemawa Rd. NE, Salem 97303
David Rhoten, Attorney, Pioneer Trust Bg., Salem 97301
Corinne C. Sherton, Attorney, Equitable Center Tower, 530 Center St. NE, Suite 240, Salem 97301
Eric Lindauer, Attorney, 880 Liberty St. NE, Salem 97301
Jossi Davidson, Attorney, 108 S. Water St., Silverton 97381
Walter Schutt, 9065 Daleview Rd. SE, Salem 97301
David Philbrick, 1180 Lockhaven Dr. NE, Salem 97303
Ralph Spooner, 7231 Bethel Rd. SE, Salem 97301
State Highway Dept., Transportation Bldg., Salem 97310
Carl and Pearl Brantner, 870 Empire St. NW, Salem 97304
(continued)

Mailing list - Biggins/Trans Energy
Page two
May 27, 1982

Chemawa Indian School, 3700 Hazelgreen Road NE, Salem 97303
David and Irene Wright, 7536 Lakeside Dr. NE, Salem 97305
Paul and Marie Jensen, 5289 Bluegrass Lane, Silverton 97381
Ernest and Lorene Wood, 550 Snow White Way SE, Salem 97303
John Ettinger/Keizer Times, 4777 13th NE, Salem 97303
City of Salem/Planning Dept./City Manager

Solid Waste Division
Planning Dept.

FILED

1982

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MARION COUNTY, OREGON

In the Matter of the Application of:
GENE and CAROLYN BIGGINS
and TRANS ENERGY SYSTEMS, INC.

Jw

Comprehensive Plan
Amendment/Zone Change/
Conditional Use/Variance
Case No. CP/ZC/CU/V 82-1
Clerk's File No. 3335-PZ

ORDINANCE NO. 625 and ORDER

THE BOARD OF COMMISSIONERS FOR MARION COUNTY DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. PURPOSE

This matter comes before the Marion County Board of Commissioners ("Board") to consider the application of Gene and Carolyn Biggins ("Biggins") and Trans Energy Systems, Inc. ("TES") to amend the Salem Area Comprehensive Plan and Map designation from Development Residential to Community Service, change the zone from RA (Residential Agriculture) to P (Public) (Sec. 171, Marion County Zoning Ordinance ("MCZO")), grant a Conditional Use Permit for a Solid Waste Disposal Site Power Generating Plant, and grant a Variance to allow a solid waste-to-energy building 103 feet high on a portion of the Biggins' property which is located at 3165 Chemawa Road, NE, Salem, Marion County, Oregon (Sec. 36, T6S, R3W WM - Tax Account No. 49152-000) and declaring an emergency.

Pursuant to Marion County's Ordinance 619, which amended Section 110.765 of the Marion County's Zoning Ordinance, this Board called up the subject land use application on March 10, 1982 and assumed original jurisdiction.

ROBERT C. CANNON
Marion County Legal Counsel
Marion County Courthouse
Salem, Oregon 97301
Telephone 588-5220

This Board duly held a public hearing on the subject application on April 5th and 7th, 1982, and kept the record open until April 13, 1982 to afford all interested persons in support of the application a reasonable time for an opportunity to submit written evidence on the proposals, and kept the record open until April 19, 1982 to afford all interested persons in opposition to the application a reasonable time for opportunity to submit written evidence to rebut the evidence presented by the applicants/proponents of the application;

This Board has reviewed all the evidence in the record, all arguments of the parties, has taken judicial notice of existing public proceedings and facts and is otherwise fully advised in the premises;

SECTION 2. ADOPTION OF FINDINGS AND CONCLUSIONS

NOW THEREFORE, after careful consideration of all facts and evidence in the record and judicial recognition of existing public proceedings, this Board adopts the findings and conclusions expressed in Exhibit A, which is attached hereto and by this reference is incorporated herein.

SECTION 3. ACTION

The Salem Area Comprehensive Land Use Plan (and map) designation on the property described in Exhibit B, which is attached hereto and by this reference made a part hereof, is amended from "Developing Residential" to "Community Services" and is hereby granted.

The application to rezone the Biggins' property described

ROBERT C. CANNON
Marion County Legal Counsel
Marion County Courthouse
Salem, Oregon 97301
Telephone 588-5220

in Exhibit B from "RA" to "P" (MCZO Section 171) is hereby granted. The official Marion County's Zone Map shall be changed, pursuant to MCZO's 110.660, to reflect the new zoning.

The application for a Conditional Use Permit in the Public zone for a Solid Waste Disposal site and Power Generating Facility on the Biggin's property (Exh B) is hereby granted subject to the conditions in Exhibit C attached hereto and made a part of this Ordinance.

The application herein for a Variance to the six story or 70 foot building height limitation in MCZO's Section 171.040 to allow a building for solid waste incineration-to-energy power generator to be 103 feet in height is hereby granted.

SECTION 4. EFFECTIVE DATE

This Ordinance is found necessary for the immediate preservation of the public peace, health, safety and welfare of the residents of Marion County. The proposed waste-to-energy facility is an essential element of Marion County's Solid Waste Management Program, required under ORS Chapter 459.

Construction of the facility must proceed without further delay if Marion County is to meet its responsibility to provide solid waste disposal facilities prior to the required closure of the current regional landfill on July 1, 1983, as mandated by the State Department of Environmental Quality and Environmental Quality Commission.

An emergency is hereby declared to exist and this Ordinance shall take effect upon its passage the 26 day of May, 1982.

ROBERT C. CANNON
Marion County Legal Counsel
Marion County Courthouse
Salem, Oregon 97301
Telephone 588-5220

SIGNED AND FINALIZED this 26 day of May, 1982, at Salem, Oregon.

MARION COUNTY BOARD OF COMMISSIONERS

Gary Heer

Chairman Gary Heer

Recording Secretary

JUDICIAL REVIEW

Oregon Laws, 1979, Chapter 772, as amended by Oregon Laws, 1981, Chapter 748, provides that land use decisions may be reviewed by the Land Use Board of Appeals by filing a notice of intent to appeal within 30 days from the date this Ordinance is signed and finalized.

May 25, 1982

City of Salem
City Hall
Salem, OR 97301

AGR 4-1

Attention: Patricia Wolfe
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Throughway Agreement for construction of the Chemawa Interchange Section of the Pacific Highway (I-5).

We are retaining a fully executed copy of this agrsement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: I-5-5(72)260 - Chemawa Road Interchange

Date: May 25, 1982

From: Division Administrator

Reply to Attn. of: HPD.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We recently reviewed a PUC Order No. 82-256 for removal of the railroad signal and gates from the subject project at the Chemawa Road and Southern Pacific crossing. No salvage value was provided in the agreement for the signal equipment removed. An inquiry with the Southern Pacific Railroad signal department indicated that while the equipment may be reusable, it is their policy to amortize its cost over five years and after that it would have zero value. The equipment in question has been in place approximately seven years.

It is our opinion that this equipment could be relocated to a new location, upgraded to present standards, and installed with a net materials cost savings of $30,000 to $35,000. We are therefore requesting that arrangements be made to relocate this equipment or to establish a reasonable salvage value to credit to this project.

G. K. [illegible]
for Dale E. Wilken

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STATE HWY ENGR
MAY 27 '82
REFER TO Roger [illegible]
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5-27-82

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St
Zip Code 97301
Public Works Department

May 12, 1982

Mr. Phil Stearns, Federal Aid Specialist
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Chemawa Interchange
Interstate 5 Throughway
Agreement No. 7642

Dear Mr. Stearns:

This is in reply to your letter of April 9, 1982.

Enclosed are three copies of the subject agreement which have been signed by the City of Salem. Also enclosed are three copies of Resolution No. 82-67 authorizing City approval of this agreement.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D Brinkley
Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:ds
Enclosures

cc: Ralph W. Lambert, Project Engineer
Bob Hansen, Marion County Director of Public Works

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
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FOR ____________
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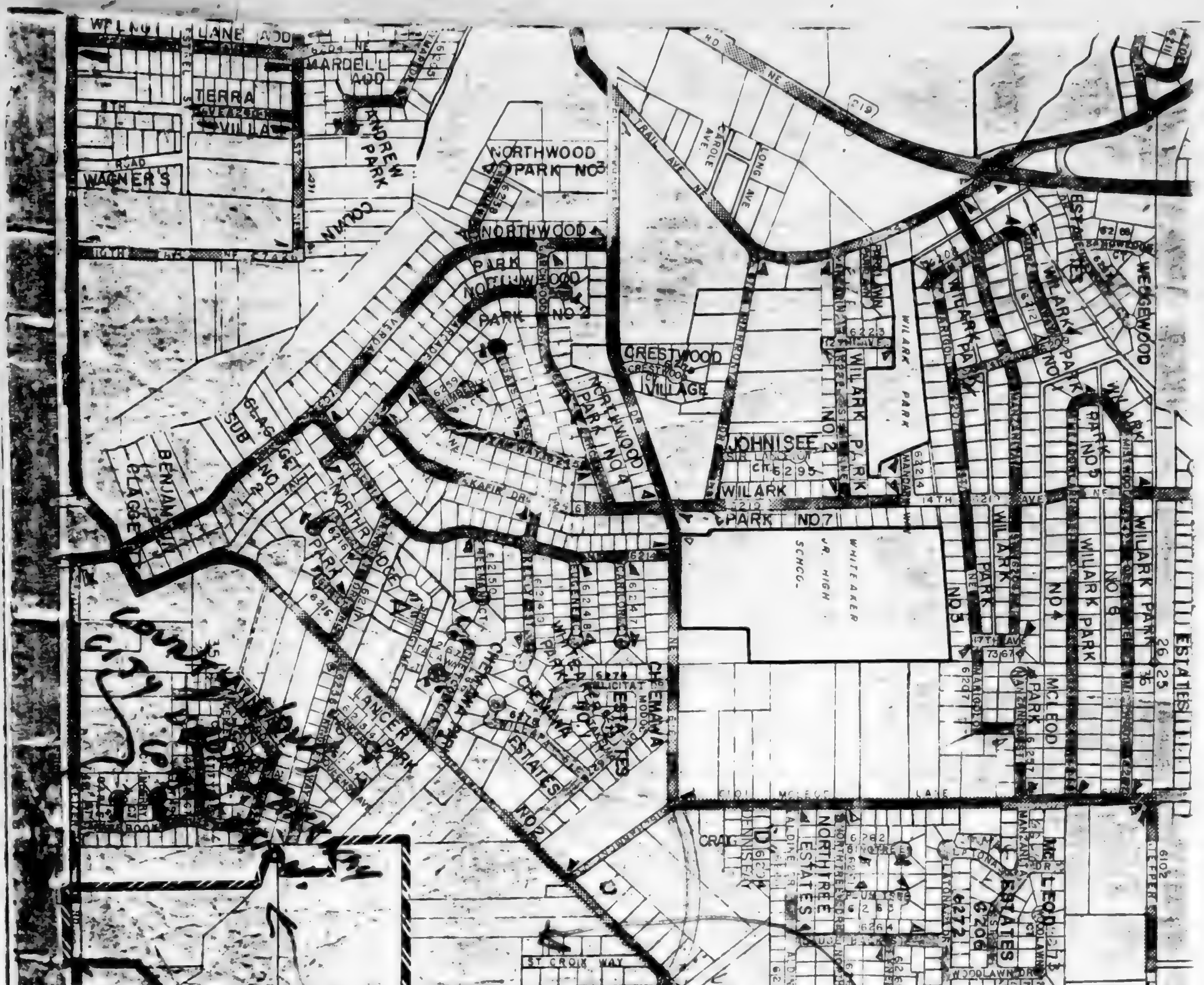
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NORTHWOOD PARK NO 4
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WILARK PARK NO 6
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WHITEAKER JR. HIGH SCHOOL
MCLEOD PARK
MCLEOD ESTATES
NORTHTREE ESTATES
CHEMAWA ESTATES
CHEMAWA ESTATES NO 2
LANCER PARK
NORTHRIDGE PARK
BENJAMIN PLACE
ST CROIX WAY
MCLEOD LANE
14TH AVE
17TH AVE
WOODLAWN DR
SALEM PORTLAND
RADIANT
INTERSTATE HWY
CRAIG
30

County

City

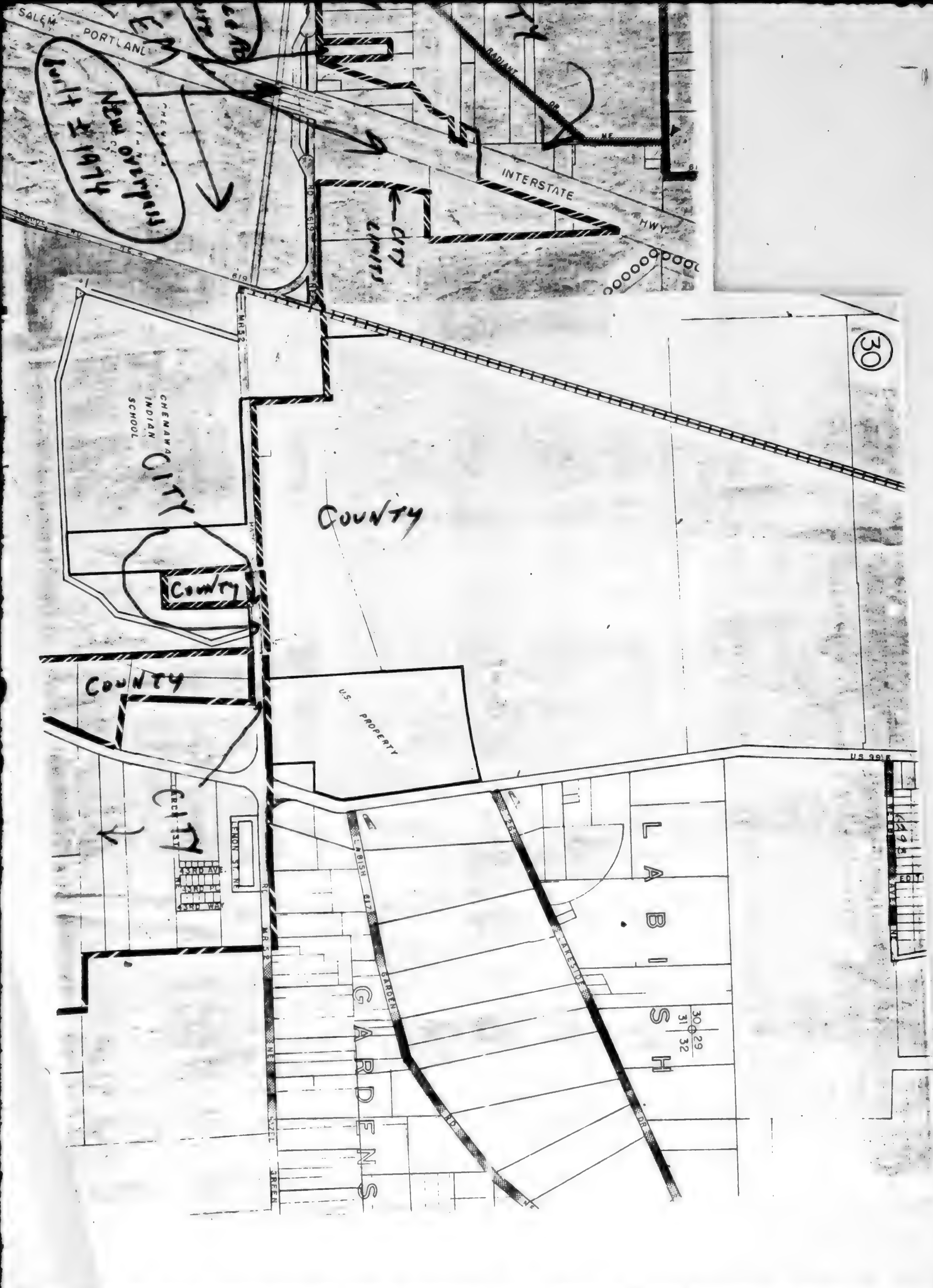
SALEM

COUNTY

Ridge Rd in city

New overpass built ±1974

← City limits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New overpass built ± 1974
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STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO

ROW 18-2

DATE: April 13, 1982

TO: H. S. Coulter
State Highway Engineer

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1284
Crossing No. C-723.53-A (New O'xing)
C-723.52 (Existing Grade Crossing)

Attached is a copy of Order No. 82-256 issued by the Public Utility Commissioner on April 8, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
R. Kuehn
C. O. Fredrickson (2) - Please give copy to Project Manager
J. L. Sollis
Bob Judson
W. J. Hart
Vern Skoog

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FOR

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ORDER NO. 82-256

ENTERED April 8, 1982

PUC CROSSING NO. C-723.53-A
(NEW OVERCROSSING)

PUC CROSSING NO. C-723.52
DOT CROSSING NO. 759 638 Y
(EXISTING GRADE CROSSING)

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1284

In the Matter of the Application of)
OREGON DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION, for the authority,)
pursuant to ORS 763.040, to construct) ORDER
a separated crossing of Chemawa Road)
NE, and Southern Pacific Transportation)
Company, Main Line, in Salem, Marion)
County, Oregon.)

On October 26, 1981, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct an overcrossing of Chemawa Road NE, a road under the jurisdiction of the City of Salem, over the main track and right-of-way of Southern Pacific Transportation Company, Main Line, in Salem, Marion County, Oregon.

The following parties made comments and recommendations to the application: Northwest Natural Gas Company, by letter dated November 23, 1981; City of Salem, by letter dated December 1, 1981; Marion County, by letter dated December 14, 1981; and Pacific Northwest Bell Telephone Company, by letter dated February 16, 1982. Applicant amended its application by letter dated February 25, 1982.

Copies of the application, amendments, and responses thereto were duly served upon Southern Pacific Transportation Company, City of Salem, Marion County, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, and applicant. No objection by any party has been made to the granting of the application as amended.

Chemawa Road NE is an east-west arterial, providing access between Pacific Highway, ORE 99E, on the east, and the unincorporated community of Keizer to the west. Proceeding from east to west, existing Chemawa Road crosses the Southern Pacific main track at grade, then crosses Interstate Highway I-5 via an overcrossing and just beyond it crosses the Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, main track at grade, thence westward to the Keizer area. The estimated daily traffic volume on Chemawa Road NE is approximately 5,900 vehicles.

Applicant proposes to construct an overcrossing of Chemawa Road with Southern Pacific's main track as a portion of a new interchange with Interstate Highway I-5 and Chemawa Road NE. This interchange will also provide access to the Salem Parkway, a new arterial currently under construction. The proposed overcrossing will be a bridge-type structure 210 feet in length and 76 feet in width. The roadway will be 68 feet in width. It is anticipated the traffic volume on the separated crossing will increase to approximately 11,300 vehicles upon completion of the interchange.

The new overcrossing will allow vehicular traffic and railroad movements to proceed without interference with each other, and it will eliminate an existing crossing at grade.

Due consideration has been given to all representations in the application, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the amended application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct the overcrossing, as requested herein is hereby granted upon the condition that physical construction of the overcrossing must be substantially in progress within two years from the effective date of this order. If this condition is not met, then the authority expires on that date.

2. The existing grade crossing of Chemawa Road NE, No. C-723.52, shall be closed and barricaded, as necessary, immediately upon the opening of the overcrossing. The crossing surface material shall be removed from crossing No. C-723.52.

3. Applicant shall:

   a. Construct the overcrossing structure of Chemawa Road NE to accommodate a roadway 68 feet in width, and bear all except $27,500 of the cost thereof;

   b. Bear all the cost of removing all road and crossing material from between the rails and the railroad right-of-way at crossing No. C-723.52;

   c. Barricade the approaches to crossing No. C-723.52, as necessary, and bear all the cost thereof;

   d. Coordinate all temporary impairments of Commissioner's standard railroad clearances with Southern Pacific Transportation Company at least seven days in advance of creating any such impairments;

   e. Notify Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, and Portland General Electric Company not less than 20 days in advance of any construction at the crossing; and

   f. Notify the Commissioner upon completion of the project.

4. City of Salem shall:

   a. Maintain the overcrossing structure, including the beam-bearing assemblies, and bear all the cost thereof;

   b. Maintain all highway appertenances to the overcrossing structure, and bear all the cost thereof; and

   c. Bear all the cost of damage to the overcrossing structure caused by motor vehicle traffic on the highway.

5. Southern Pacific Transportation Company shall:

   a. Bear $27,500 of the cost of constructing the overcrossing structure;

b. Subject to reimbursement, as specified herein, remove the crossing surface and road material located on the railroad right-of-way at crossing No. C-723.52 in accordance with paragraph 2 above; and

c. Maintain the railroad track, railroad drainage, and all railroad facilities beneath the overcrossing structure, and bear all the cost thereof.

After completion, the overcrossing structure shall have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. While the structure is being constructed, however, it may be necessary to impair Commissioner's standard clearances on the railroad. Authority to maintain such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 3.d. above.

Made, entered, and effective 4/8/82.

JOHN J. LOBDELL
Public Utility Commissioner

fnm/1465F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: DES 16

March 24, 1982

Marion County Commissioners
Board of Commissioners
Marion County Court House
220 High NE
Salem, OR 97301

SOLID WASTE ENERGY PLANT CASE NO. 82-18 BIGGINS
CHEMAWA ROAD INTERCH. PACIFIC HWY. (I-5)
MARION COUNTY

On January 29, 1982 the proposed solid waste energy plant in the northeast quadrant of the Chemawa Road Interchange was discussed with Jerry Carter, Solid Waste Coordinator for Marion County.

At his request we sent copies of a mosaic, map and construction plan sheets of the area to Norm Waggoner, Trans Energy Systems in Bellevue, Washington.

The traffic projected for the solid waste facility can be readily accomodated by the proposed Chemawa Road Interchange and related construction.

J. H. VERSTEEG - ROAD DESIGN ENGINEER

By

ADOlson

A. D. OLSON - PRELIMINARY DESIGN ENGINEER

ADO:rw

cc: E. S. Hunter
C. O. Fredrickson

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Form 734-3122

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-5(72)260
Chemawa Road O'Xing of SPRR
Marion County, Bridge No. 16569

Date: March 4, 1982

From: Division Administrator

Reply to Attn of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We approve the four span precast slab bridge submitted in Mr. Wallace's transmittal of October 28, 1982. Our bridge approval delay was due to the recent study and determination of need and Federal-aid interstate participation.

Please proceed with the design.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

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U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-5(72)
Chemawa Road, Southbound Undercrossing
Salem Parkway (Bridge No. 7855E)

Date: February 19, 1982

From: Division Administrator

Reply to Attn of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have reviewed Mr. Hart's submittal of January 29, 1982, for the Chemawa Road southbound ramp undercrossing in the Chemawa Interchange Section of the Salem Parkway. We feel that your selection of a 4 span box girder should provide an economical solution considering the location and the combination of conventional boxes for the approach spans and post-tensioned boxes for the center spans.

We note you propose to use piling for the substructure of this bridge and the Oregon Electric railroad undercrossing. A test pile program would seem appropriate before final pile selections are made. Note the footing depths of bents 4 and 5 in the Foundation Report appear to be too low. Please confirm the footing location before finalizing the plans.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

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9-61

ROW Salem Parkway

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: February 17, 1982

FROM: Roger Trygstad, PE
Railroad and Utility Engineer

SUBJECT: Chemawa Interchange Section
Burlington Northern Structure
Pacific Highway
Marion County

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V Adams
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3 Sullivan JWS
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On this date I discussed the subject project with Mr. George of Burlington Northern. We discussed specifically the amount of work the Railroad intended to do on the sho-fly. Mr. George indicated that they would like us to do the grading and the sub-balast work. The sub-balast is a granular material about one foot thick. The Railroad would then do the balast, ties and track work. This would, of course, be at our expense.

I also discussed with Mr. George the lateral clearance required from the sho-fly to a BPA power pole. He indicated that Burlington Northern would request 20 foot horizontal clearance.

RT:jr

cc: Leo George
John Tindall
Fred Erickson [illegible]

REFERRED TO
Beard Stoudenmeyer
Cole Main
✓ Erikson F.E. Watson
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

81-125-1387

GENERAL FILES

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Chemawa Road Overcrossing SPRR
Oregon Project I-5-5(72)260

Date: February 16, 1982

Reply to Attn of: HPD-OR/

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

NOTED
H. S. COULTER

Mr. Hunter's February 2 letter provided additional information to support continuing project development with a railroad separation structure on Chemawa Road. While an at-grade crossing could provide an acceptable operational condition for some time to come, we acknowledge that the substantial local planning has advanced on expectations of an over-crossing structure.

Based on this planning history, the higher level of operations, and the flexibility for future growth, we concur the project continue as now planned.

Dale E. Wilken
Dale E. Wilken

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D. H. [illegible]
Jerry Potter
[illegible]
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2-18-82

GENERAL FILES

February 2, 1982

DES 16

Mr. Dale Wilkin
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilkin:

Plans for the construction of an interchange at the overcrossing of I-5 at Chemawa Road have for a number of years included the grade separation of Chemawa Road and the Southern Pacific Railroad. If the interchange legs had been constructed as a part of the reconstruction of I-5, which was placed under contract in 1973, the railroad would have required the separation at that time. The plans for that project were modified to include a grade projection which allowed for this construction and the railroad agreed to a grade crossing until such time as the interchange legs were built.

Marion County and the City of Salem have worked jointly to establish a beltline route to carry traffic around the congestion of downtown Salem. Chemawa Road is a part of that beltline route and one of the goals adopted by the City and County for this type of development is to elminate conflicts between rail and vehicular traffic. Since these rail/vehicular conflicts now exist on the majority of the east/west routes within the Salem urban area, development of facilities without this type of conflict are of primary concern to those who are concerned with transportation in this area.

The Chemawa Road structure was designed and built to a four-lane configuration as a stage in the development of a major transportation facility. The County is proceeding to gradually improve the route served by this structure as resources are available and as demand increases. This route will ultimately serve as an access to a 300-acre industrial development and the elimination of the conflict of a grade level crossing of both a railroad and a county road will facilitate handling of traffic.

At the present time, traffic volumes on Chemawa Road exceed 6,000 vehicles per day in this area. Of this volume, 6 percent is estimated to be truck traffic. A manual count has established

70 school bus crossings of the railroad per school day during the week for the 9-month school year. Combining these figures with high-speed movements, 20 freight trains and two passenger trains per day, provides for a number of potential conflicts and traffic is estimated to increase to about 11,000 vehicles per day by the year 2000. The grade crossing of the Burlington Northern Railroad west of I-5 on Chemawa Road will remain in service because of lower volumes of both train and vehicular traffic.

The re-routing of Oregon 99E over Chemawa Road and the Salem Parkway into downtown Salem is being seriously considered. The undercrossing of the BNRR, with only two slow-speed trains per day, is a part of the Salem Parkway project. In order to utilize the potential of this routing and to provide safe, unobstructed traffic flow into Salem, the crossing of the SPRR should be separated and the four-lane configuration of Chemawa Road should be continued through that crossing. This is consistent with the continuing effort by the State and the FHWA to eliminate grade crossing conflicts on any major traffic handling route.

In addition to the foregoing explanation, I am enclosing copies of recent correspondence from the City of Salem and Marion County which will further document the important role of Chemawa Road in the Salem Area Transportation Plan.

We request confirmation of earlier FHWA approval to include the Chemawa Road Overcrossing of the SPRR mainline in the Chemawa Road Interchange FAI project.

Very truly yours,

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

Enc.

bc H. S. Coulter

J. H. Versteeg
Gary Potter (enc.)
Walt Hart "
L. E. George "
C. O. Fredrickson
Roger [illegible] (enc.)

COF:dlm/ESH:ja

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
DES 23
7855E

January 29, 1982

NOTED
E. S. HUNTER

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:

Walter J. Hart, P.E.
Bridge Engineer

RECEIVED
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SUBJECT: Chemawa Road Southbound Ramp Undercrossing
Chemawa Interchange Section
Salem Parkway
Marion County
BR 7855E

Enclosed are two reduced prints of Drawings 36296 and 36223 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of a 1974 Foundation Recommendation.

The alignment, roadway width and elevation are in accordance with the standards governing the project. The length is required to span the Salem Parkway Ramps.

Because of the proximity to the existing Interstate 5 overcrossing of the northbound ramp, which is a post-tensioned concrete box girder, and also because of the span lengths involved, a post-tensioned concrete box girder was considered to be the only practical and economical type of structure for this location.

The following alternate span arrangements were considered for this site:

	SPAN ARRANGEMENT	COST
1.	Four-span post-tensioned concrete box girder	$1,110,000
2.	Two-span post-tensioned concrete box girder with vertical abutments and cast-in-place walls	$1,230,000

Form 734-3122

	SPAN ARRANGEMENT	COST
3.	Two-span post-tensioned concrete box girder with vertical abutments and reinforced earth walls	$1,170,000
4.	Two-span post-tensioned box girder with a reinforced concrete box girder span at each end	$1,000,000

All the estimates are based on approximate quantities and include an allowance for engineering and contingencies.

Alternate 4 was selected as being the most economical. We request your approval of our preliminary plan.

JMT:jrb

Enclosures

cc: ✓E. S. Hunter
D. H. Moehring
Don Adams /w/ 1
C. O. Fredrickson /w/ 1
Gary Potter /w/1

Parkway

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

TO: D. N. Stoudenmeyer
Design Engineer

DATE: January 26, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Chemawa Interchange Section
Chemawa Road N.E.
Marion County

Versteeg
Anderson
I Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 28 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

Attached are two revised prints of the above noted project that shows signing for the transition on the east end of Chemawa Road.

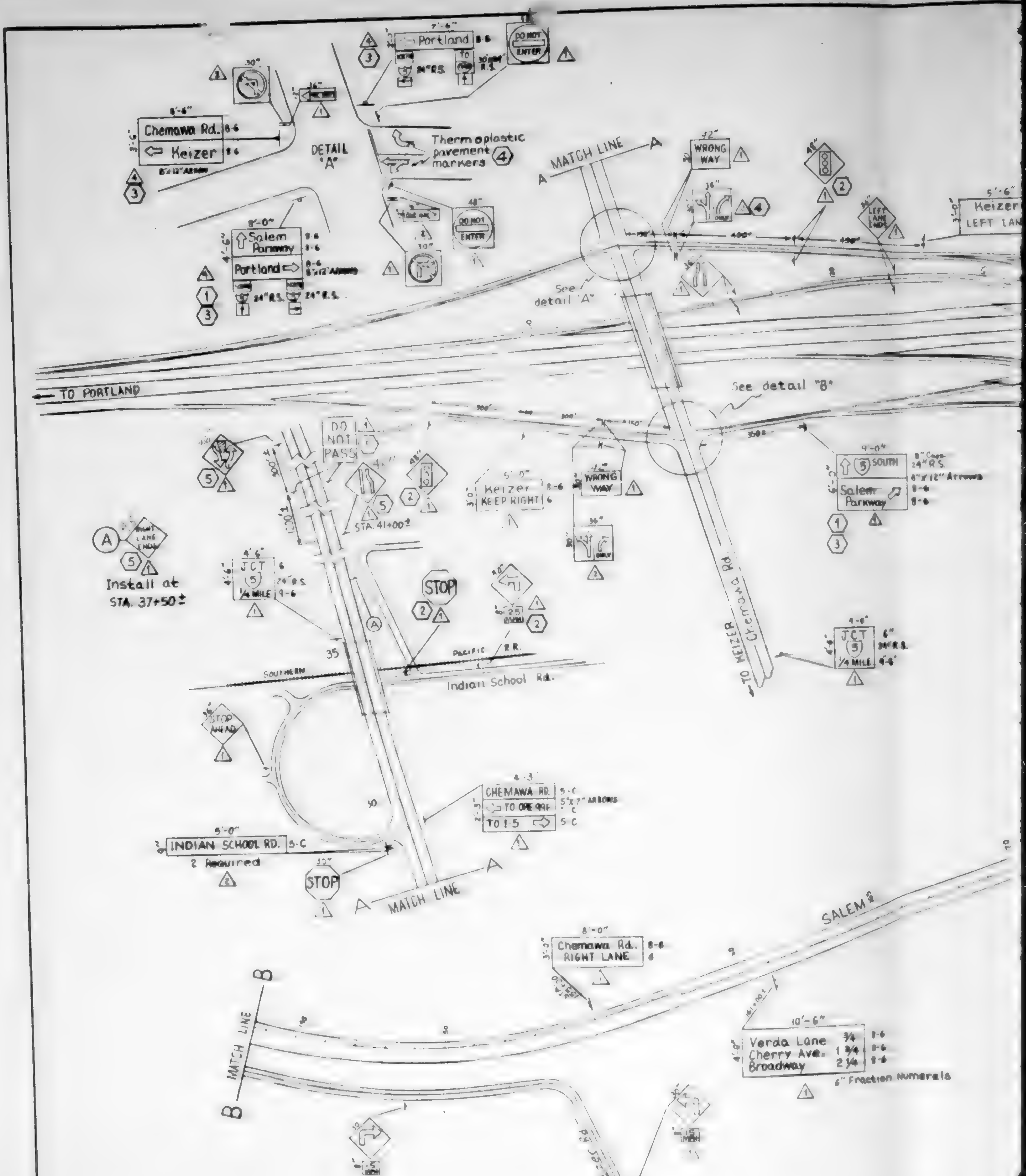
L. E. George
Traffic Engineer

ELS:ds

Attachments

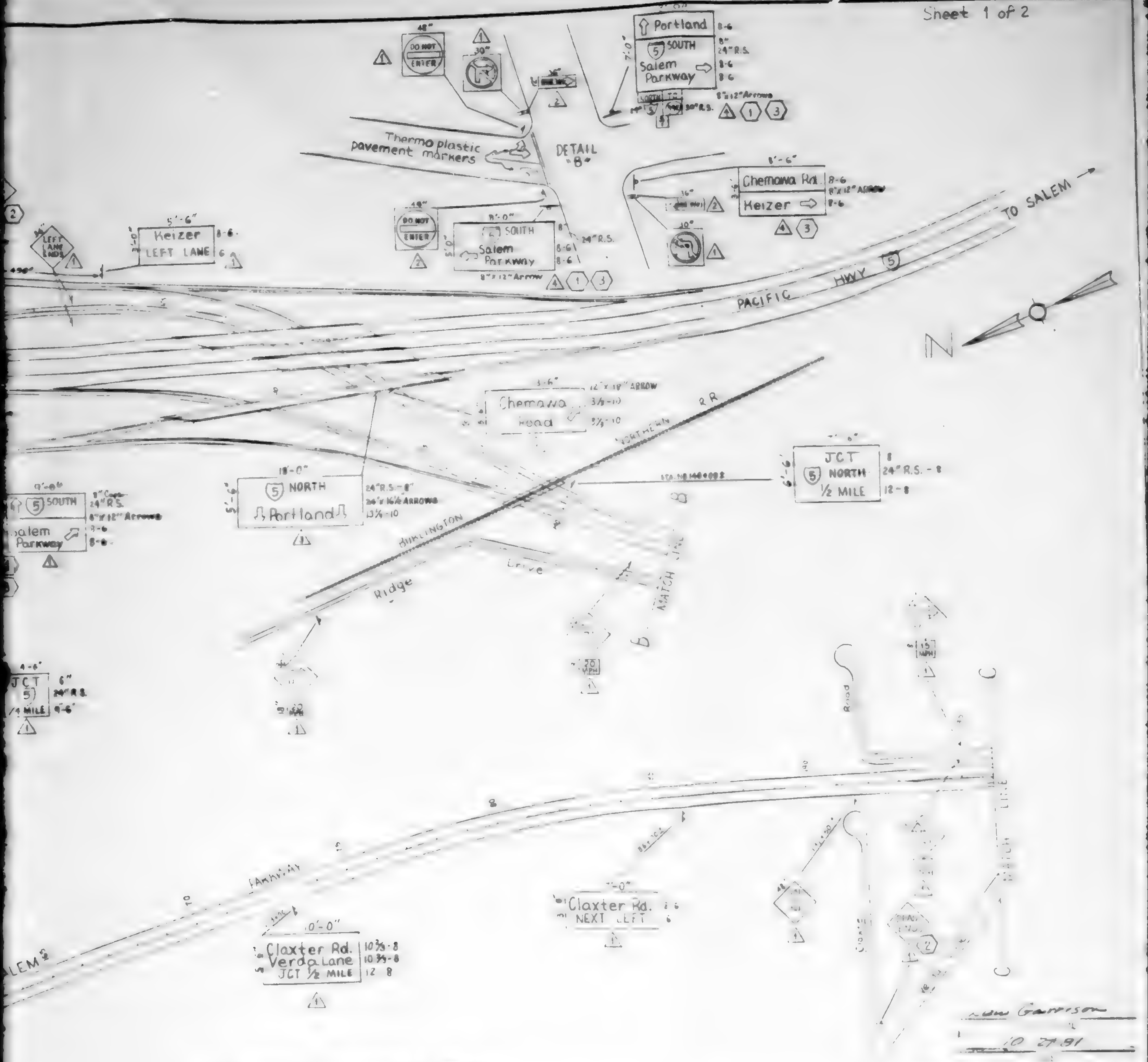
cc: C. O. Fredrickson/Att.
R. Kuehn/Att.

[illegible]



7'-6"
Portland 8-6
24"R.S.
TO
30" R.S.
DO NOT ENTER
30"
36"
8'-6"
3'-6"
Chemawa Rd. 8-6
Keizer 8-6
8"x12" Arrow
DETAIL "A"
Thermoplastic pavement markers
48"
DO NOT ENTER
30"
8'-0"
4'-6"
Salem Parkway 8-6 8-6
Portland 8-6 8"x12" Arrows
24"R.S.
24"R.S.
A MATCH LINE A
42"
WRONG WAY
36"
ONLY
48"
LEFT LANE ENDS
5'-6"
Keizer
LEFT LAN
400'
See detail 'A'
TO PORTLAND
See detail "B"
DO NOT PASS
48"
5'-0"
3'-0"
Keizer 8-6
KEEP RIGHT 6
WRONG WAY
36"
ONLY
9'-0"
5 SOUTH
8" Caps. 24" R.S.
8"x12" Arrows
Salem Parkway 8-6 8-6
STA. 41+00±
RIGHT LANE ENDS
Install at STA. 37+50±
4'-6"
JCT 6
5 24" R.S.
1/4 MILE 9-6
STOP
25 MPH
35
SOUTHERN PACIFIC R.R.
Indian School Rd.
Chemawa Rd.
TO KEIZER
4'-6"
JCT 6"
5 24" R.S.
1/4 MILE 9-6
STOP AHEAD
30
4'-3"
CHEMAWA RD. 5-C
TO ORE 99E 5"x7" ARROWS
TO I-5 5-C
5'-0"
INDIAN SCHOOL RD. 5-C
2 Required
STOP
A MATCH LINE A
SALEM
8'-0"
3'-0"
Chemawa Rd. 8-6
RIGHT LANE 6
B MATCH LINE B
10'-6"
4'-0"
Verda Lane 3/4 8-6
Cherry Ave. 1 3/4 8-6
Broadway 2 1/4 8-6
6" Fraction Numerals
15 MPH
Keizer Rd.
15 MPH

Sheet 1 of 2


DO NOT ENTER
48"
30"
Portland
5 SOUTH
Salem Parkway
7'-0"
8-6
8"
24" R.S.
8-6
8-6
8"x12" Arrows
30" R.S.
Thermo plastic pavement markers
DETAIL "B"
8'-6"
Chemawa Rd.
Keizer
8-6
8"x12" ARROW
8-6
16"
DO NOT ENTER
8'-0"
5 SOUTH
Salem Parkway
8"
24" R.S.
8-6
8-6
8"x12" Arrow
30"
5'-6"
Keizer
LEFT LANE
8-6
6
LEFT LANE ENDS
TO SALEM
PACIFIC HWY 5
N
3'-6"
Chemawa Road
12"x18" ARROW
3⅓-10
3⅓-10
NORTHERN RR
BURLINGTON
7'-6"
JCT
5 NORTH
½ MILE
8
24" R.S. - 8
12-8
6'-6"
9'-0"
5 SOUTH
Salem Parkway
8" Caps
24" R.S.
8"x12" Arrows
8-6
8-6
18'-0"
5 NORTH
Portland
5'-6"
24" R.S. - 8
24"x16½ ARROWS
13⅓-10
Ridge
Drive
MATCH LINE
Road
4-6"
JCT
5
¼ MILE
6"
24" R.S.
9-6"
20 MPH
15 MPH
PARKWAY
SALEM
10'-0"
Claxter Rd.
Verda Lane
JCT ½ MILE
10⅔-8
10⅔-8
12 8
7'-0"
Claxter Rd.
NEXT LEFT
8-6
6
MATCH LINE
¾ 8-6
1 ¾ 8-6
2 ¼ 8-6
Fraction Numerals

△1 Install new sign(s) & post(s).

△2 Mount new sign on post.

△3 Install new structure mounted sign & support.

△4 Mount new sign on signal pole.

NOTE: See sheet 1 of 1 Chemawa Interchage, Pacific Highway for signing details on I-5.

⬡1 Revised 11-12-81.

⬡2 Revised 11-19-81.

⬡3 Revised 11-30-81.

⬡4 Revised 12-9-81

⬡5 Added 1-21-82

Lew Garrison

10 27 81

SIGNING PROJECT

CHEMAWA RD - HUGHY ST
SALEM PARKWAY
MARION COUNTY

Action	Date	Signature	Title
Submitted	[illegible]	[illegible]	Traffic Control Eng
Approved	10-19-81	[illegible]	Sign Engineer
"	11/12/81	[illegible]	Traffic Engineer
"			Asst. Hwy Engr.
Accepted	11/25/81	G R [illegible]	FHWA

GENERAL FILES

TECHNICAL SERVICES BRANCH DES 16

C. O. Fredrickson
Region II Engineer

January 22, 1982

E. S. Hunter
Assistant State Highway Engineer

Chemawa Interchange @ Interstate 5
Chemawa Road O'Xing of SPRR

I have a copy of the City of Salem and Marion County transmittal to you justifying the Southern Pacific Railroad Overcrossing structure on Chemawa Road in the vicinity of the Chemawa Road Interchange.

Please prepare a rough draft letter to the FHWA justifying and requesting their approval of the overcrossing structure.

ESH:ja

cc J. H. Versteeg (enc.)

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

January 20, 1982

C.O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Chemawa Interchange
At Interstate 5
Chemawa Road Overcrossing of the
Southern Pacific Railroad Mainline

Dear Mr. Fredrickson:

This letter is in reply to Ed Hunter's request at the January 8, 1982 Interstate Transfer Project Steering Committee meeting. At the meeting, the City and Marion County were asked to provide State Highway with backup information concerning the Salem Area Beltway.

Attached is Marion County's report on their actions to effect a Salem Area Beltway. The City of Salem has reviewed this report and wholeheartedly concurs in it.

Also attached is a City of Salem report showing our actions relevant to a Salem Area Beltway.

We hope these reports, plus any information the State Highway has, will be helpful in justifying the continued inclusion of a Chemawa Road overpass of the Southern Pacific Railroad Mainline.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Rosalind A. Daniel

for Ronald J. Merry, P.E.
Director of Public Works

RJM:RWL:ds

cc: Ed Hunter, Assistant State Highway Engineer/Technical Services
Bob Hansen, Director of Public Works/Marion County
Ralph Lambert, Project Engineer/City of Salem

RECEIVED
TECHNICAL SERVICES
JAN 22 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

[illegible] 1-22-82

DES 16

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: January 11, 1982

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Chemawa Road Overcrossing of the SPRR
Marion County

RECEIVED
TECHNICAL SERVICES
JAN 12 '82
REFER TO
FOR

Info	Inves	N/D	D/R	Sign	Act	File

In support of the grade separation of Chemawa Road and Southern Pacific Railroad, a traffic analysis was prepared by our Traffic Engineer. The following information is from that analysis.

1. TRAIN MOVEMENTS - A study of train movements indicates an average of 16 crossings of Chemawa Road per day. Train speeds average 55 MPH for freight trains and 70 MPH for passenger trains.

NOTED
E. S. HUNTER

2. TRAFFIC PROJECTIONS - Traffic projections at the S.P.R.R. crossing are as follows:

YEAR	ADT
1984 (year of completion)	6,400
2000	11,000

3. TRUCKS - SCHOOL BUSES - A vehicle classification count obtained November, 1979 shows 6 percent trucks and 70 school buses crossing the railroad. (1979 ADT 5,900)

4. INDUSTRIAL GROWTH - The City planning Commission has recommended industrial land use zoning for about 300 acres bounded by Kale Avenue-Cordon Road-Hazel Green Road and Portland Road. Truck volumes crossing the railroad will increase with the industrial development of this area.

The projected doubling of traffic volumes from 5,900 ADT in 1979 to 11,000 ADT in 2000 and the number of school buses currently using the crossing strongly supports the concept that the separation structure is needed to meet the safety needs of the traveling public. In terms of train movements, traffic projection, vehicle classifications, access to the Interstate Freeway and the potential 300 acre industrial site southeast of Hazel Green Road, a separation structure at Chemawa Road and the Southern Pacific Railroad is fully justified and should be constructed as a critical part of this highway improvement project.

JHV:rw

[illegible]

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 15-2-1

TO: J. H. Versteeg
Road Design Engineer

DATE: January 8, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Chemawa Road at Southern Pacific
Railroad
Marion County

At your request, a traffic analysis has been conducted for the proposed grade separation structure on Chemawa Road at the Southern Pacific Railroad.

The following conditions were assumed for this analysis:

1. Completion of Chemawa Road interchange with I-5
2. Completion of Salem Parkway
3. ORE 99E signed via Chemawa Road and Salem Parkway

Based on the above conditions, traffic projections at the S.P.R.R. crossing are as follows:

YEAR	ADT
1984 (year of completion)	6,400
2000	11,000

A study of train movements indicates an average of 16 crossings of Chemawa Road per day. Train speeds average 55 MPH for freight trains and 70 MPH for passenger trains.

A vehicle classification count obtained in November, 1979 shows 6 percent trucks and 70 school buses crossing the railroad.

The City Planning Commission has recommended industrial land use zoning for about 300 acres bounded by Kale Avenue-Cordon Road-Hazel Green Road and Portland Road. Truck volumes crossing the railroad will increase with the industrial development of this area.

L. E. George
Traffic Engineer

JH:np

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-11-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(74)260

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00080

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/11/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Chemawa Interchange Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 12/31/81 you are now authorized to proceed with the actual acquisition of File No. 52385 as shown on R/W RR map 9B-20-7 at a TEC of $3,000 Federal Funds $2,766. Federal participation is limited to that Right of Way actually incorporated in the final location of the subject project.

It should be noted that above approval action should not be construed to imply FHWA acceptance of a RR separation structure.

RECEIVED
STATE HWY ENGR
JAN 13 '82
REFER TO

14. DATE 1/11/82

15. SIGNATURE OF APPROVING OFFICER

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 31, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT:
Project No. I-5-5(74)260
Chemawa Interchange Section
Marion County
(File 52385)

I request your authorization to proceed with the actual acquisition of the above listed file on the subject project. The property to be acquired is as outlined in red on the enclosed sketch map and does not involve any relocation assistance.

The estimated total cost of the parcel is $3,000 with an obligation of $2,766 in federal funds.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

B

December 31, 1981

NOTED
E. S. HUNTER

Ronald J. Merry
Director of Public Works
City of Salem
555 Liberty St. SE
Salem, Oregon 97301

Dear Ron:

In accordance with Ed Hunter's telephone request of December 30, 1981, a brief summary of Marion County's concept of the Salem Area beltway is furnished for your continuing action. The County has not taken any significant actions with respect to the SP overcrossing, primarily because it was assumed that high volumes of train and vehicular traffic dictated its inclusion in the interchange project.

Sincerely,

Robert J. Hansen
Director of Public Works

JJG:cg

cc: Board of Commissioners
✓Ed Hunter
Don Still
Phil Stearns

[illegible] Roger [illegible] 2-24-82

RECEIVED
TECHNICAL SERVICES
JAN 6 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CHEMAWA ROAD OVERCROSSING
OF
SOUTHERN PACIFIC RAILWAY MAINLINE

In January 1970, the City of Salem passed Resolution 70-12 initiating the preliminary engineering phase of the south leg of the beltway around Salem between Interstate 5 and Skyline Road. This action reflected the City of Salem's endorsement of the beltway around Salem. This resolution also enabled the City to undertake related studies of the beltway route.

In August 1970, a preliminary alignment survey and preliminary engineering report was prepared for a four lane, landscaped, 40-50 mph roadway with pedestrian facilities, within a 120 foot proposed right-of-way, to be known as Kubler Boulevard.

The preliminary studies were also extended along the westerly leg of the beltway via Croisan Scenicway and Croisan Ridgeway to S. River Road.

Implementation of these preliminary studies has been contingent upon available funding. This right-of-way acquisition and construction has been accomplished incrementally, as very limited funds were available.

The 1982 Amended Salem Area Transportation Plan adopted by the City of Salem on March 25, 1974, included the following goals:

> Peripheral or circumferential belt routes should intercept radial routes so as to link together the commercial, industrial, and residential areas external to the core of the central city.

> The function of moving traffic in major streets should be preserved by limiting or controlling access wherever possible.
>
> Conflicts between rail and vehicular traffic should be eliminated; where feasible, by construction of grade separations.

Although much remains to be done, the City has recorded continuing progress towards these goals.

Since 1970, the City, by working with the various subdivision developers, has been able to obtain 40 percent of the right-of-way for Kubler Blvd. between Croisan Scenicway and Turner Road (the southerly terminus of Marion County's E. Cordon Road).

To date, the City has not been able to fund any construction on Kubler Boulevard. However, in the City's 1980 Capital Improvement Program for a proposed real estate transfer tax, Kubler Boulevard was listed for two lane portions and some four lane segments. Since the voters rejected the real estate transfer tax, no construction has been done.

The City has also been working with subdivision developers to construct Croisan Scenicway, one of the possible westerly legs of the beltway. To date approximately 40 percent of the Croisan Scenicway has been constructed.

Croisan Ridgeway has had some preliminary engineering completed by the City in the early 1970's. However, there is only one small subdivision development wherein any portion of Croisan Ridgeway has been constructed.

The Kubler Boulevard/Boone Road Interchange at Interstate 5 is one of the City's

Federal Aid Interstate Transfer Program projects. The Federal Highway Administration on January 14, 1981, approved an additional interchange on Interstate 5 at Kubler Boulevard/Boone Road. It was also stated that interstate funds would not be used for the interchange. However, other categories of federal highway funds would be eligible for the interchange.

Marion County's report indicates that portions of Chemawa Road east of Interstate 5 and Hazel Green Road have been annexed to the City. The City's Urban Growth Management Program adopted by City Council on July 23, 1979, identifies the Northeast Salem area (Chemawa Road-Hazel Green Road - Kale Road - Blossom Drive - Indian School Road) as one of four key expansion growth areas in the next ten years. This designation makes the area a priority area for extension of City water, sewer, street, and drainage systems. The Chemawa Road Interchange and Interstate 5 and associated improvements on Chemawa Road and Hazel Green Road sections of the beltway are integral to the street system in this indentified growth area. This has been reinforced by the City's Northeast Salem Sector Plan which is a detailed element of the Comprehensive Plan in this area.

Salem's Project 90 committees and reports have emphasised this same Northeast Salem area as one of the sites for new industrial plants for more job diversification in Salem. One of the key considerations in siting new industry is good freeway access and a good arterial roadway system.

Salem is served by two railroads. Burlington Northern has two freight trains a day thru Salem with various switching movements. Most of Burlington Northern's trains move thru Salem at 15± mph . Southern Pacific Railroad has 20 freight trains and 2 passenger trains each day thru Salem, plus various switching movements. Southern Pacific's trains operate at speeds varying from 20 to 50 mph thru Salem with the high speeds near the edges of town.

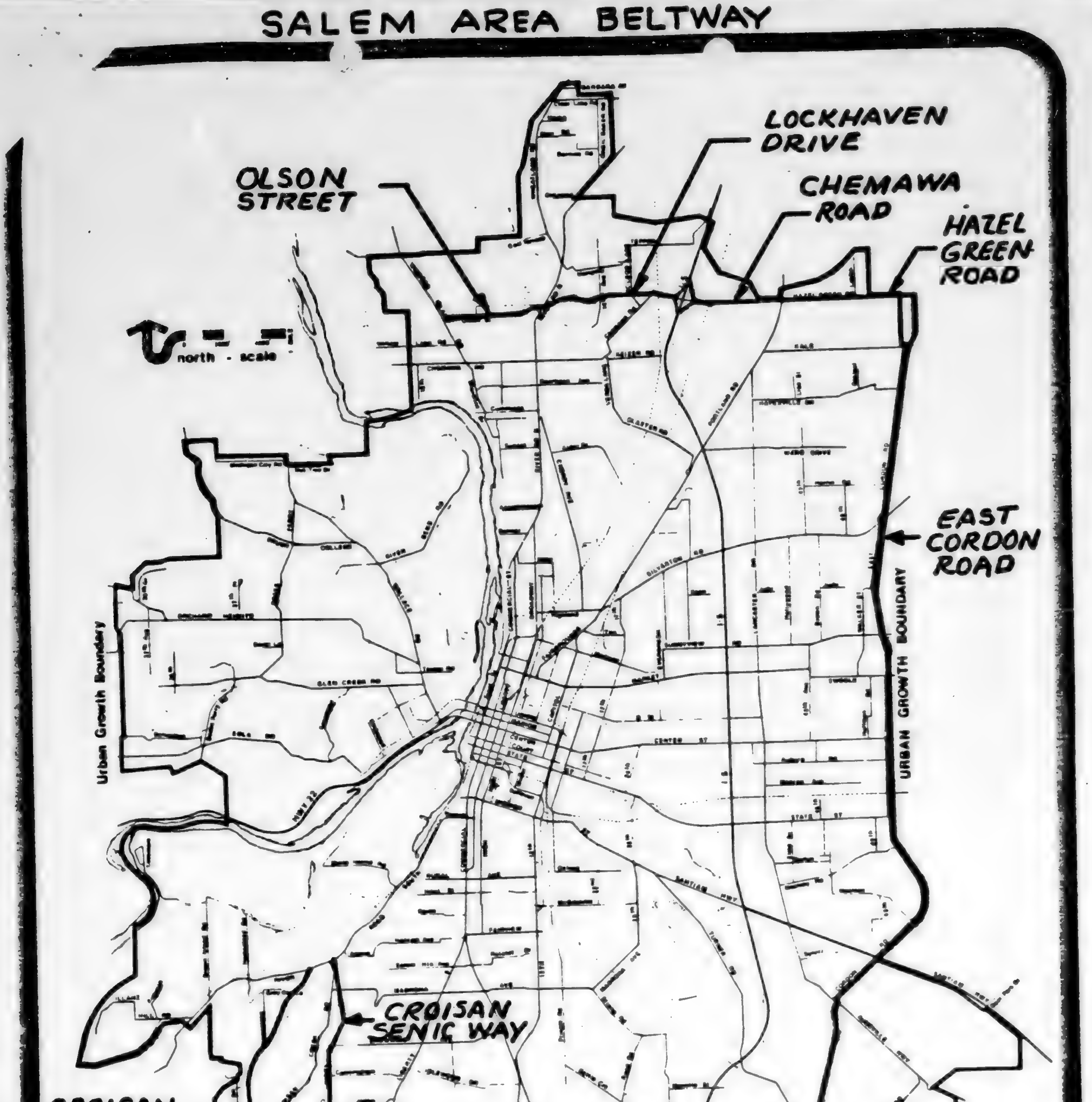
Salem only has one existing grade separation of the Southern Pacific Railroad. Portland Road undercrosses the Southern Pacific Railroad. The City has studied various other streets for grade separations, but to date no others have been constructed. A current study proposes a Mission Street overcrossing of the Southern Pacific Railroad in the southern portion of Salem, however, there is no firm committment of funding for the project. Grade separation is an important fact when considering emergency vehicle access. Keizer Fire District (serving both ambulance and fire service) premarily serves the area west of I-5, however it also serves a residential and industrial area in the vicinity of Blossom Drive, west of Portland Road. Chemawa Road is the main access to this arch from the west. Grade separation insures no train crossing delays for emergency access.

1981 traffic volumes exceed 6000 cars per day on Chemawa Road west of I-5. By year 2000, these volumes are expected to increse to 8300 vehicles per day. If Project 90 (the City's project industrial development plan) is adopted for this area, trip generation of more than 5000 ADT is expected. Approximately 60% will use Chemawa Road, increasing the year 2000 volumes to over 10,000 trip per day. This volume of traffic combined with the number (22) and speed (50 mph) of trains at the crossing will greatly increase the potential for serious accident without a grade separation.

Both the City of Salem and Marion County are committed to providing an efficient beltway system around Salem. Chemawa is an integral part of that system. To utilize its full potential and maximum safety a grade separation of the Southern Pacific Railroad crossing (only a few hundred feet east of the new Chemawa Road Interchange) is not only needed but vital to an efficient transportation system.

RWL:LEG:ds

SALEM AREA BELTWAY


LOCKHAVEN DRIVE
OLSON STREET
CHEMAWA ROAD
HAZEL GREEN ROAD
north - scale
EAST CORDON ROAD
URBAN GROWTH BOUNDARY
Urban Growth Boundary
CROISAN SENIC WAY
CROISAN RIDGEWAY
KUBLER BLVD

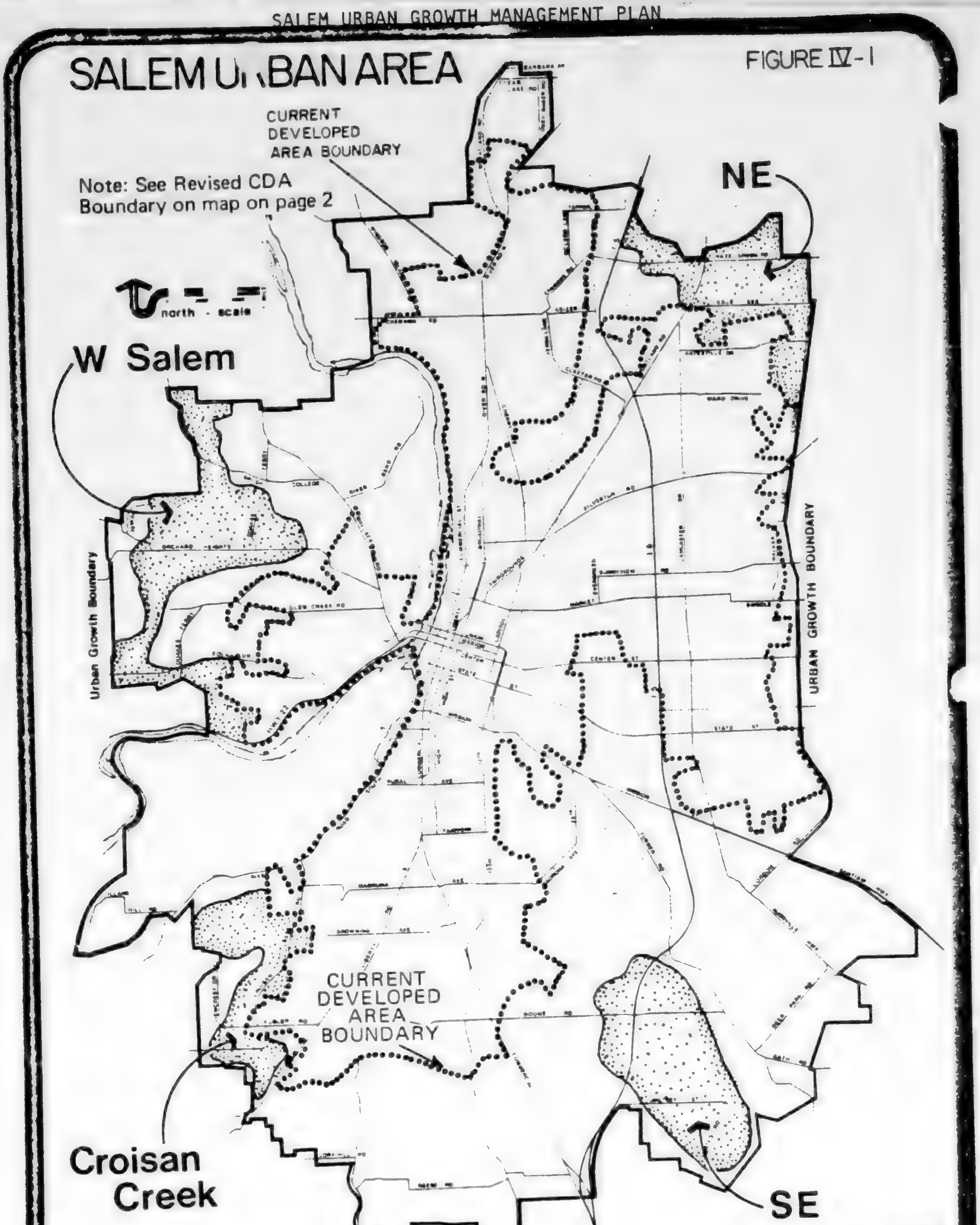


FIGURE IV-1

SALEM URBAN AREA
CURRENT DEVELOPED AREA BOUNDARY
Note: See Revised CDA Boundary on map on page 2
north - scale
W Salem
NE
Urban Growth Boundary
URBAN GROWTH BOUNDARY
CURRENT DEVELOPED AREA BOUNDARY
Croisan Creek
SE
MAY 1979

ALTERNATIVE EXPANSION AREAS

B

Memorandum

U.S. Department
of Transportation
**Federal Highway
Administration**

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-5(72)260
Chemawa Interchange Section, Marion County
Chemawa Road Overcrossing SPRR
(My memo, 11-25-81)

Date: December 14, 1981

Reply to Attn. of: HDA-OR

From: Division Administrator

To: Mr. H. S. Coulter, P.E.
State Highway Engineer

My staff and I have considered your December 10 letter responding to our proposal for a reexamination of need for this overcrossing structure. Your letter advances several reasons for proceeding with the overcrossing.

Before I come to a final decision on your request for FAI funding of the overcrossing, I would appreciate the opportunity to meet with you and discuss the need for this overcrossing. I am particularly interested in your thoughts on the extent of potential safety benefits that would be obtained, as well as the essentiality of this structure.

Please advise me of a time convenient for meeting on this matter.

Dale E. Wilken
Dale E. Wilken

RECEIVED
STATE HWY ENGR
DEC 15 '81
REFER TO
Hunter
FOR
Info | Inves | R/D | D R | Sign | Act | File

[illegible]

[illegible]

CON

DATE: December 10, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Oregon Project I-5-5(72)260
Chemawa Interchange Section
Marion County
Chemawa Road Overcrossing SPRR
HDA-OR

Your letter of November 25 has been reviewed and discussed "in house" and the consensus is that it would not be appropriate to eliminate the SPRR grade separation on Chemawa Road. The potential safety benefits provided by overcrossing this high speed mainline trackage would be such that we could not recommend continued use of the existing protected crossing in order to use the savings on some other part of the interstate system.

I am sure that there would be strong opposition from the SPRR, PUC and local jurisdictions to such a suggestion. The Highway Division's Design Staff strongly supports the construction of the HPRR grade separation.

We have been severely disappointed in previous well-meant efforts to cheapen up a project by the elimination of critically essential elements to reduce program costs. We believe the overcrossing structure is needed, should be constructed and is a good use of our highway funds.

We have had discussion in the past with the City and County concerning the possibility of routing 99E over Chemawa Road and the Salem Parkway. This remains a distinct possibility.

Your concurrence for FAI funding for the SPRR Overcrossing Structure on Chemawa Road is requested at an early date so this project may be developed for contracting.

ADO:JHV:rw lb

bc E. S. Hunter
D. H. Moehring
J. H. Versteeg

STATE OF OREGON

DES 16
INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: MEMO TO THE FILE

DATE: December 1, 1981

ADOlson

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: SPRR Structure
Chemawa Rd. Interchange
I-5
Marion County

By letter of November 25, 1981, Federal Highway Administration requested review and consideration of elimination of the structure over the SPRR and continued use of the protected at-grade crossing.

The overcrossing was approved for FAI funding May 17, 1973 based on the attached data. A review of current traffic and railroad usage shows the following:

1979 traffic	5,900
2000 traffic	7,100

This data is from the FEIS and is based on little growth in the area. Land in the vicinity of the interchange is shown as developing residential and in public or semipublic. Any change in this could materially increase traffic.

Rail usage (PUC data 5-17-78)

20 Freight trains
2 passenger trains
0 switching
70 MPH maximum speed

Currently there are six passenger trains per day, but this is expected to drop in the near future. Freight trains are propably down at the present time due to market conditions (18 at Mission St. 3-11-81) The FEIS states that a grade separated crossing will be provided and will reduce the potential auto-train conflicts.

Data on the present crossing of the SPRR (August, 1973) shows that the railroad people were opposed to that temporary crossing, wanting the grade separation at that time. Opposition can be expected from SPRR, PUC, Marion County and the City if the at-grade crossing is to be continued.

Contains
Recycled
Materials

The present permit is for a two-lane facility with truck stop lanes. It states that a new permit will be required if four lanes are extended across the tracks. That could be avoided at the present time since Chemawa is to be built to an improved two lanes now with right of way pruchased for future four lanes.

Embankment material for the overcrossing is to be obtained from the Parkway, since adjusting those grades to provide the material was considerably cheaper than obtaining it from a borrow site.

If the at-grade crossing is to be used at this time, it will be necessary to revise the gradeline on the Parkway to eliminate approximately 200,000 yards of excess excavation. This would be done in the cut north of Claxter Road and would not be a total saving, since embankments would be increased at the south crossing of the oxbow.

ADO:rw

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-5(72)260
Chemawa Interchange Section, Marion County
Chemawa Road Overcrossing SPRR

Date: November 25, 1981

From: Division Administrator

Reply to Attn. of: HDA-OR

To: Mr. H. S. Coulter, State Highway Engineer

The Chemawa Road SPRR overcrossing structure was added to the "cost to complete the Interstate system" in 1973. The determination to include this structure was largely based on the eligibility limits for FAI fund participation.

In view of the current constraints on available Federal and State highway funds, we have examined the general conditions related to the need for this structure - including existing and future highway traffic, planning for development of connecting roads, train traffic, highway operating speeds, existing site conditions, and general costs for the overcrossing structure. This examination has led to our thinking that the existing protected at-grade crossing could be expected to continue to serve with a high degree of safety and without inordinate delay to highway traffic.

We have now received preliminary information on this proposed overcrossing from your Bridge Engineer, including a request for our concurrence that the facility is eligible for FAI funding. Before we act on this request, I believe we should mutually reexamine the need for an overcrossing structure at this site. I will appreciate your response on this matter.

Dale E. Wilken
Dale E. Wilken

RECEIVED
STATE HWY ENGR

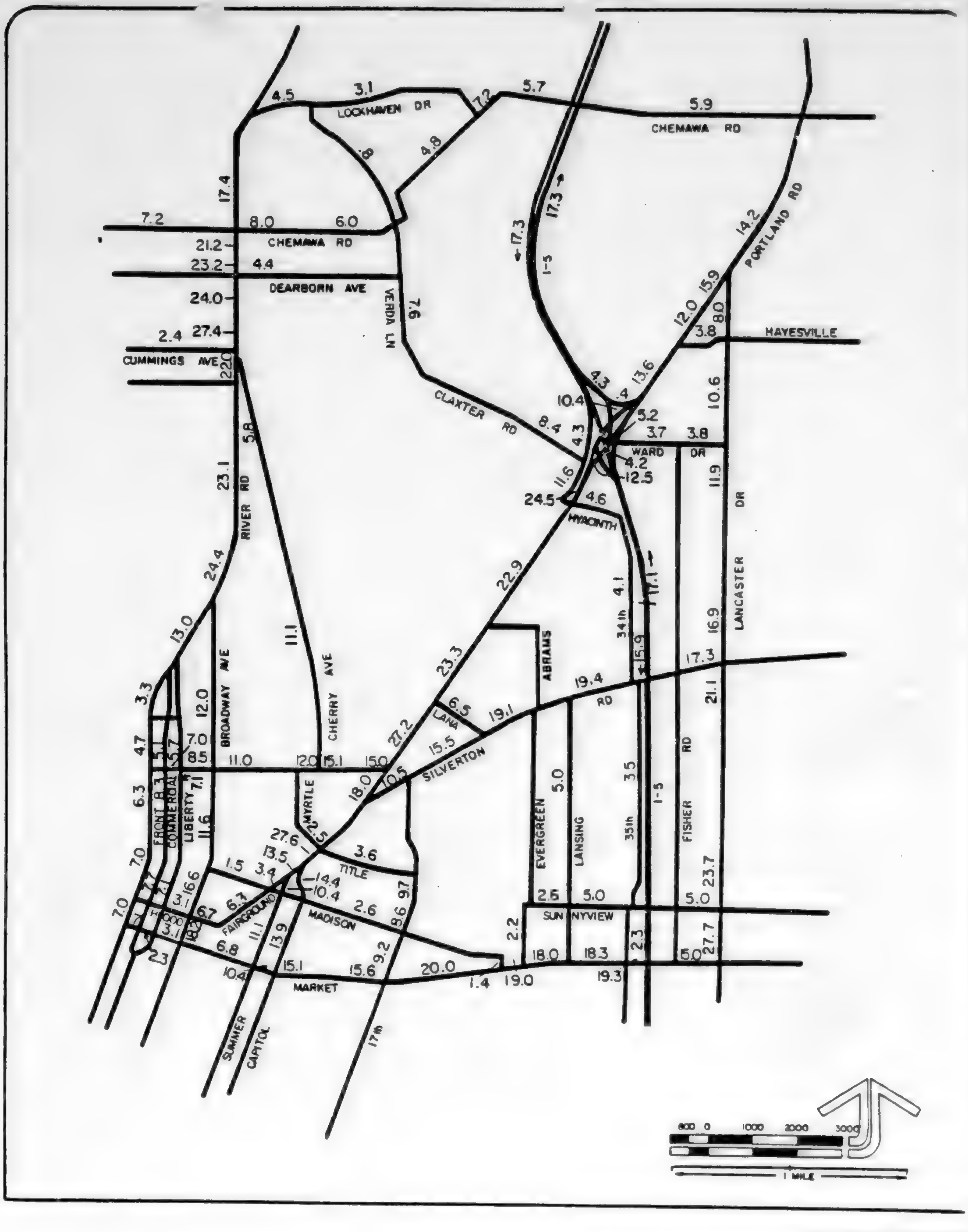
NOV 27 '81

REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

cy HD Olson
11/27


LOCKHAVEN DR
CHEMAWA RD
CHEMAWA RD
DEARBORN AVE
CUMMINGS AVE
VERDA LN
CLAXTER RD
RIVER RD
PORTLAND RD
HAYESVILLE
WARD DR
HYACINTH
I-5
I-5
LANCASTER DR
BROADWAY AVE
CHERRY AVE
ABRAMS
LANA
SILVERTON RD
MYRTLE
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COMMERCIAL
LIBERTY
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FISHER RD
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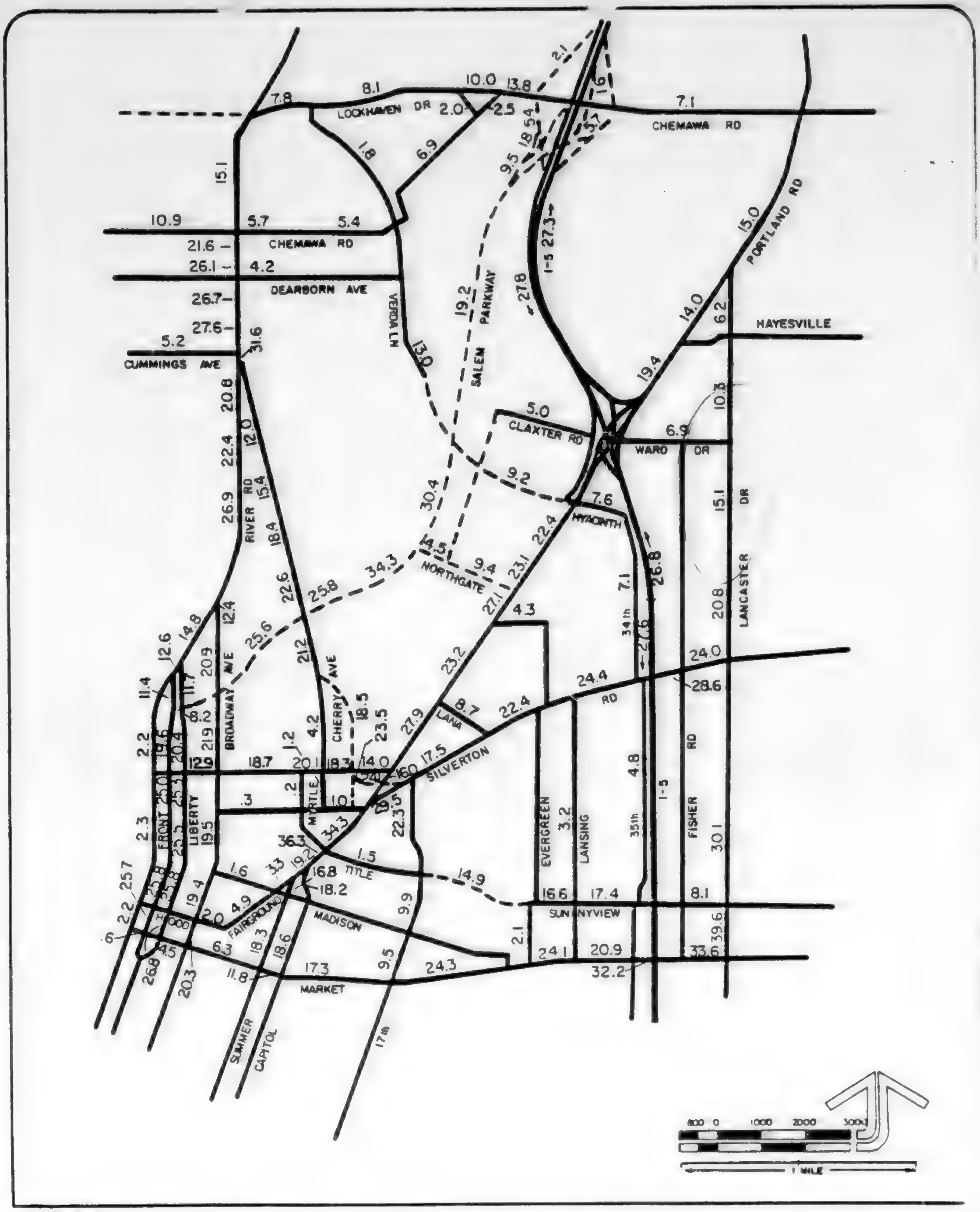
1979 AVERAGE WEEKDAY TRAFFIC VOLUMES

(IN THOUSANDS)

FIG. 27

salem parkway & corollary projects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LEGEND

- - - New Alignment Proposed by the SATS Transportation Plan

YEAR 2000
AVERAGE WEEKDAY TRAFFIC VOLUMES
(IN THOUSANDS)
RAILROAD WEST AND COROLLARY PROJECTS

FIG. 37

Salem Parkway
corollary project

Salem Parkway

CHEMAWA INTERCHANGE - CHEMAWA ROAD - SALEM PARKWAY

ESTIMATES FAIX

12-1-81

NOTED
E. S. HUNTER

Chemawa Interchange

Grade, Pave, Drain	$ 1,200,000
Structures	1,400,000
Sign & Illumin.	30,000
Signals	---
Landscaping	80,000
	2,710,000
E & C (20%)	542,000
TOTAL Chemawa Interchange	* $ 3,252,000

Salem Parkway

Grade, Pave, Drain	$ 6,800,000
Structures	350,000
Sign & Illum.	650,000
Signals	640,000
Landscaping	300,000
	8,740,000
E & C (including striping etc.) 20%	1,748,000
TOTAL Salem Parkway	* $10,488,000
TOTAL FAIX FUNDS	$13,740,000

* Subject to unit cost increases after 12-1-81

Versteeg
Anderson
Adams
Olso
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 21 1982
ROAD DESIGN
SECTION

Action

J H Versteeg
12-11-1981

Salem

ROAD DESIGN SECTION 378-6558

ROW: 3:1

J. B. Boyd, Manager
Right of Way Section

December 1, 1981

J. H. Versteeg
Road Design Engineer

File 52385
Chemawa Interchange Section
Pacific Highway
Marion County

Versteeg
Anderson
Christensen
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
DEC 01 1981
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring
Action

Attached is a description (1 file) and an authorization covering additional right of way required for the subject project, scheduled for fiscal first quarter of 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
DES 23
16569

October 28, 1981

RECEIVED
TECHNICAL SERVICES
OCT 29 '8
REFER TO
FOR
Info Inves R/D D R Act File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Assistant Bridge Engineer

SUBJECT: Chemawa Road Overcrossing SPRR
Chemawa Interchange
Pacific Highway, Interstate 5
Marion County
BR 16569

Enclosed are two reduced prints of Drawings 36177 and 36153 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation report.

The alignment, roadway width, and sidewalk are in accordance with the standards governing the project. The length of the bridge is necessary to span Indian School Road and the Southern Pacific Railroad tracks providing two to one slopes at each end. The elevation was established to provide 23'-6" clearance over the railroad tracks.

Three alternates were considered for this site: A three-span concrete box girder estimated to cost $1,080,000; a three-span prestressed beam center span supported by cast-in-place cantilevers and cast-in-place end spans estimated to cost $1,068,000; and a four-span precast slab bridge estimated to cost $825,000. The precast slab structure was selected as being the most economical and also providing the least structural depth. All the estimates are based on approximate quantities and include an allowance for engineering and contingencies.

We request your approval of our preliminary plan and your concurrence that this project is eligible for FAI funding.

JMT:jrb
Enclosures
cc: E. S. Hunter
D. H. Moehring
C. O. Fredrickson /w/ 1 set
Lyle Watson /w/ 1 set
Gary Potter /w/ 1 set

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ROW 18-2

October 23, 1981

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Proposed Chemawa Rd. O'Xing @
SPTC
Salem Parkway
Marion County

NOTED
H.S. COULTER

Dear Dave:

Enclosed is an original and ten copies of an Application for authority to construct a separated crossing at the subject location.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Enc.

cc: H. S. Coulter - w/attach.
E. S. Hunter - w/attach.
Walt Hart - w/attach.
C. O. Fredrickson - w/attach.
C. T. Keasey - w/attach.
D. E. Swan - w/attach.
J. L. Sollis - w/attach.

RECEIVED
STATE HWY ENGR

OCT 26 '81

REFER TO

FOR

Info	Inves	R/D	U/R	Supt	A/t	File

Form 734-3122

PUC Docket No. SXF ______________

PUC Crossing No. C-723.52

DOT-AAR Crossing No. 759 638Y

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of Oregon Department of Transportation, (name of applicant)

Highway Division

for the authority, pursuant to ORS 763. 030 (020/030/040), to

construct (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Chemawa Road NE (name of street or highway)

and Southern Pacific Transportation Co (name of railroad company)

Siskiyou Mainline (name of railroad main or branch line or other trackage)

near (in/near) Labish Station (name of city/town/rail station), Marion (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $ ______________

☒ Federal-Aid Highway System funds.*
Interstate Funds

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) __X__ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)_______________________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NO T BOTTOM OF PRECEDING PAGE BEFORE COMPLE THIS FORM.

NOTE TO APPLICANT: If assist in completing this form is desired, ple call 378-6659. On a question involving railroad data, t railroad involved can usually provide as tance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger D. Trygstad, 378-6511

2. Statutory authority under which this application is made: ORS 763. 030 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 723.52

b. City Salem

c. Nearest railroad station Labish

d. County Marion

e. The proposed project is to be in the NE 1/4 of the SE 1/4 of Section 36, Township 6S, Range 3W, W. M.

4. a. Name of public highway involved in this project:

Chemawa Road NE

b. Name of public authority with jurisdiction over this highway:

Marion County

5. Name of railroad involved in this project: Southern Pacific Transportation Co.

Siskiyou Mainline (include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Southern Pacific Transportation Co.

b. Portland General Electric Co.

c. Marion County

d. Pacific Northwest Bell Co.

e. Northwest Natural Gas Co.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

This project will replace the present grade crossing with a separated crossing on new alignment.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? Construction of an interchange at Chemawa Road and Interstate 5 will increase the traffic volume over this crossing, making a separated crossing necessary.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ________ (yes/no)

If no, why not? ________

11. Physical description of the crossing:

a. The Highway

(1) Alignment —Describe the highway alignment for 500 feet on each approach, both before and after the project:

(2) *Width—The highway is 36 feet wide at the crossing at present; after completion of the project, it will be 68 feet wide at the crossing; consisting (from N (N or E) to S (S or W)) of:

At present—			After completion—		
Shoulder** of	6	feet	Shoulder of	8	feet
2 lane(s) at	12	ft. ea.	2 lane(s) at	12	ft. ea.
Median of		feet	Median of	4	feet
lane(s) at		ft. ea.	2 lane(s) at	12	ft. ea.
Shoulder of	6	feet	Shoulder of	8	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):		
Type of surface of traveled way:		
on approaches		
at crossing		
Type of surface on shoulders;		
Condition of surface:		
on approaches		
at crossing		
Is highway curbed on the approaches?		
Is there one or more sidewalks at this crossing?		

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

(4) Gradient, going toward crossing on--	At present:	After completion:
________ approach (N or E)	± ______ %	± ______ %
________ approach (S or W)	± ______ %	± ______ %

(5) Nearest public roadway intersection on each approach—

(a) ________ (N or E) approach: ______ ft; ADT ________

(b) ________ (S or W) approach: ______ ft; ADT ________

Name of road or highway:

(a) ______________________________

(b) ______________________________

Public authority with jurisdiction over road or highway:

(a) ______________________________

(b) ______________________________

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) __________ (yes/no); (b) __________ (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

b. Are all the devices to remain up to current standards?

		At present:	After completion:
b.	The Railroad		
(1)	Number of tracks—	1	1

Name of each track from ______ (N or E) to ______ (S or W):

Siskiyou Mainline

(2)	Angle of intersection—	____°	____°

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment—Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

11.b. (Continued)

		At present:	After completion:
(4) Nearest switch—			
________ (N or E)	of crossing:	________ ft.	______________ ft.
________ (S or W)	of crossing:	________ ft.	______________ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume—

At present: 5,900 ; After completion 11,300 ;

(2) Speed of vehicles (estimated 85th percentile speed)—

	At present:	Expected after completion
At SSD* from crossing on ________ (N or E) approach:	________ mph	________ mph
on ________ (S or W) approach:	________ mph	________ mph
At crossing:	________ mph	________ mph
Posted speed limit on approaches:	________ mph	________ mph
(3) Direction of traffic flow:	____________ (N & S, etc.)	________

b. The Railroad

(1) Train movements— (avg. per day)	At present:	Expected after completion:
Freight trains:	20	20
Switching movements:	0	0
Passenger trains:	2	2
(2) Speed of trains—		
Maximum allowable:	________ mph	______________ mph
Typical:	________ mph	______________ mph
Slowest Normal:	________ mph	______________ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains—

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the	The motor vehicle operator can see along the railroad . . . .
________ (N or E) approach:	________ ft. to right; ________ ft. to left
________ (S or W) approach:	________ ft. to right; ________ ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the .... The motor vehicle operator can see along the railroad ....

______ approach: ______ ft. to right; ______ ft. to left
(N or E)

______ approach: ______ ft. to right; ______ ft. to left
(S or W)

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices—

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

______ If yes, please explain by what and at what point it will be obstructed:
(yes/no)

____

____

____

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? ______
(yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

____

____

____

____

____

____

____

____

____

____

16567

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

______ (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation, Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	$27,500
Oregon Department of Transportation, Highway Division	Remainder

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Marion County

b. All highway appurtenances: Marion County

c. Above the bottom of the beams plus the beam-bearing assemblies:
Marion County

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Co.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Marion County

b. All highway appurtenances: Marion County

c. Above the bottom of the beams plus the beam-bearing assemblies:
Marion County

d. Railroad tracks, railroad drainage and all railroad facilities:
Southern Pacific Transportation Co.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Marion County

27. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? Yes (yes/no)

If so, describe (and attach complete drawing): Horizontal clearance of 14 fee, as shown on Dwg. 36177

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: __________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

SECTION V. — (To be completed [illegible]ll.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? Yes (yes/no)

If yes, list and explain: The present grade crossing will be replaced by overcrossing structure.

If no, explain why not:

42. Other items of construction and cost distribution:

* *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no) Dwg. No. 36177 and 36153

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 9, 10, 11, 12, 15 and 16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 23 day of OCTOBER, 1981.

(Applicant)

(Attorney)

I, L[illegible]- Ruecker, being [illegible]st duly sworn, say I am the applicant in the within [illegible]titled cause, and that the foregoing app[illegible]tion is true, as I verily believe.

STATE OF OREGON)

) ss.

County of)

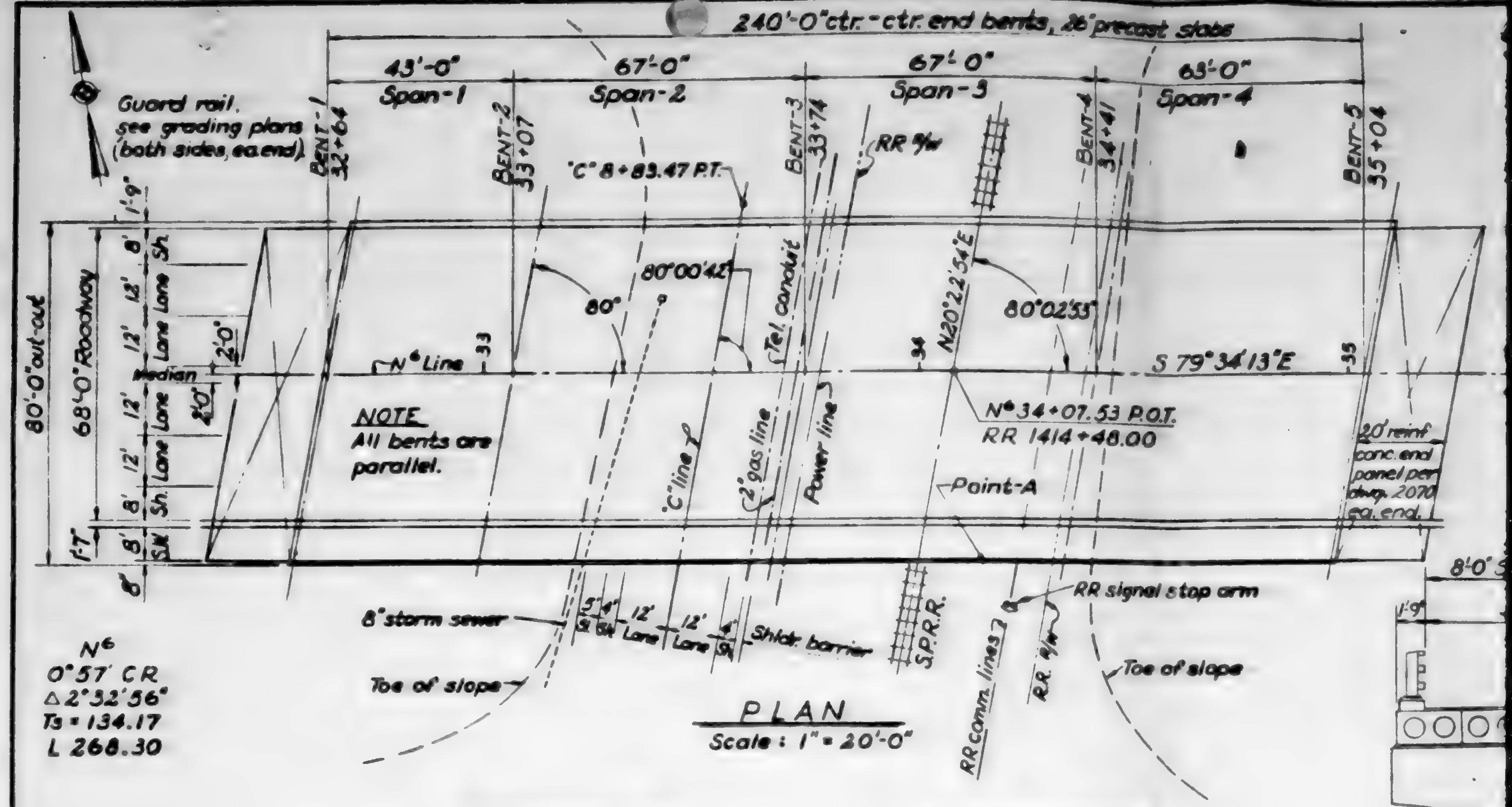
Subscribed and sworn to before me this 22 day of October, 19 81.

(Notary Public for Oregon)

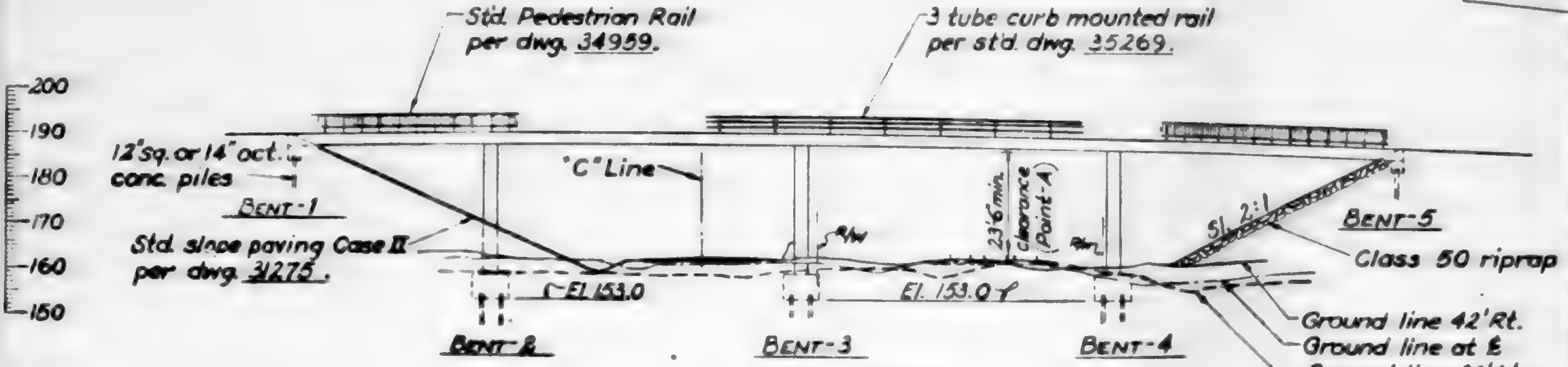
My Commission Expires: 12-18-84

PUC Form 202 (30) 1-80

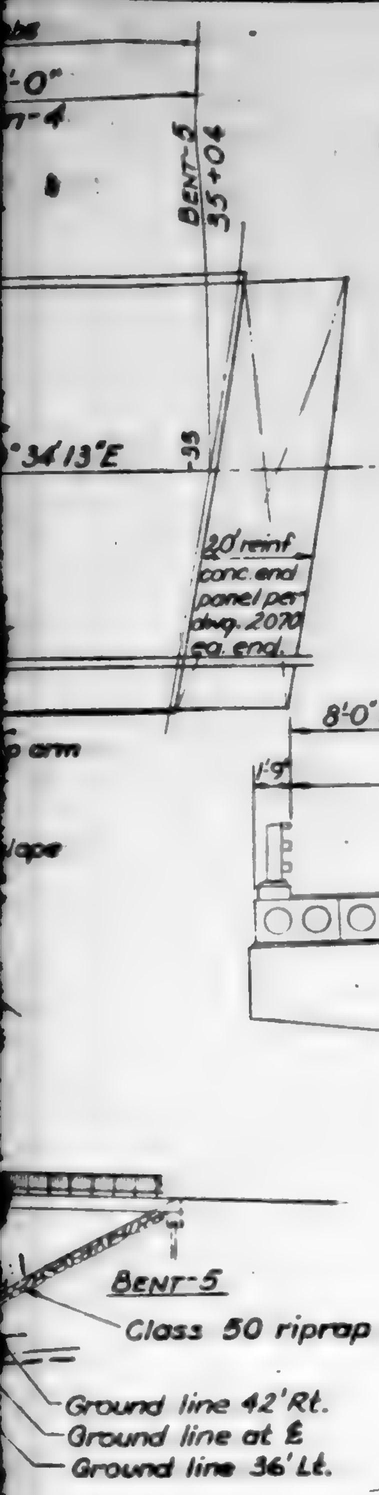
Signature Page

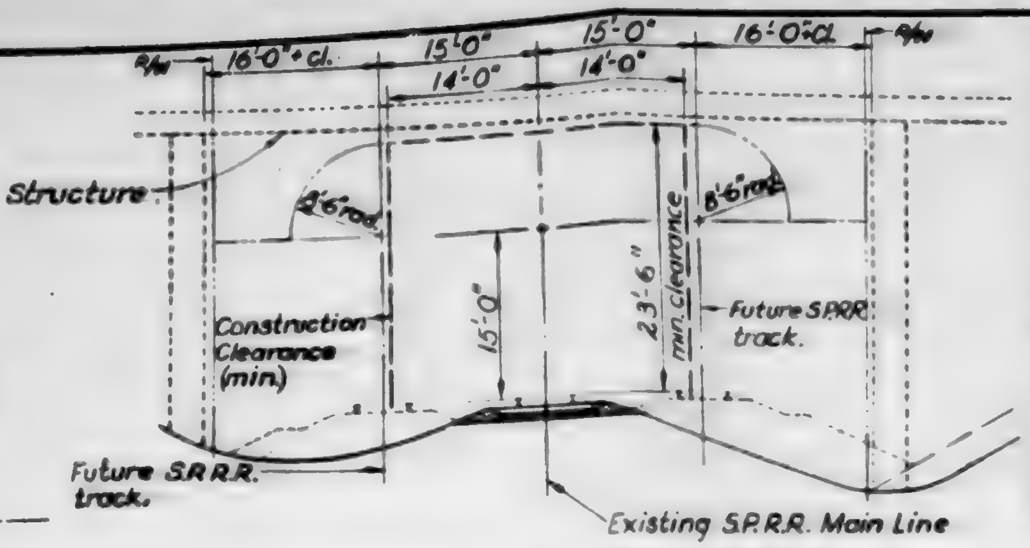

240'-0" ctr.-ctr. end bents, 26" precast slabs
43'-0" Span-1
67'-0" Span-2
67'-0" Span-3
63'-0" Span-4
Bent-1 32+64
Bent-2 33+07
Bent-3 33+74
Bent-4 34+41
Bent-5 35+04
Guard rail, see grading plans (both sides, ea. end)
"C" 8+83.47 P.T.
RR R/W
80'-0" out-out
68'-0" Roadway
1'-9"
8' Sh.
12' Lane
12' Lane
12' Lane
12' Lane
8' Sh.
8' S/W
1'-7"
8'
2'-0"
2'-0"
Median
80°
80°00'42"
Tel. conduit
N20°22'54"E
80°02'55"
N6 Line
33
34
35
S 79°34'13"E
N6 34+07.53 P.O.T.
RR 1414+48.00
NOTE
All bents are parallel.
"C" line
2" gas line
Power line
Point-A
20' reinf. conc. end panel per dwg. 2070 ea. end
8'-0" S
1'-9"
8" storm sewer
5' S/W
4' Sh
12' Lane
12' Lane
4' Sh
Shldr. barrier
S.P.R.R.
RR comm. lines 2
R.R. R/W
RR signal stop arm
Toe of slope
Toe of slope
N6
0°57' C.R.
Δ 2°32'56"
Ts = 134.17
L 268.30

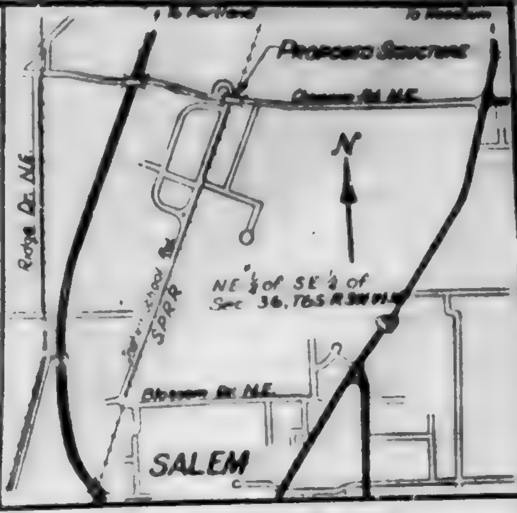
PLAN
Scale: 1" = 20'-0"


Std. Pedestrian Rail per dwg. 34959.
3 tube curb mounted rail per std. dwg. 35269.
200
190
180
170
160
150
12" sq. or 14" oct. conc. piles
Bent-1
"C" Line
Std. slope paving Case II per dwg. 31275.
23'-6" min. clearance (Point-A)
R/W
R/W
Sl. 2:1
Bent-5
Class 50 riprap
℄ El. 153.0
El. 153.0 ℄
Bent-2
Bent-3
Bent-4
Ground line 42' Rt.
Ground line at ℄
Ground line 36' Lt.

ELEVATION
Scale: 1" = 20'-0"


-0"
n-4
BENT-5
35+04
°34'13"E
35
20' reinf. conc. end panel per dwg. 2070 eq. end.
o arm
lope
BENT-5
Class 50 riprap
Ground line 42' Rt.
Ground line at ℄
Ground line 36' Lt.

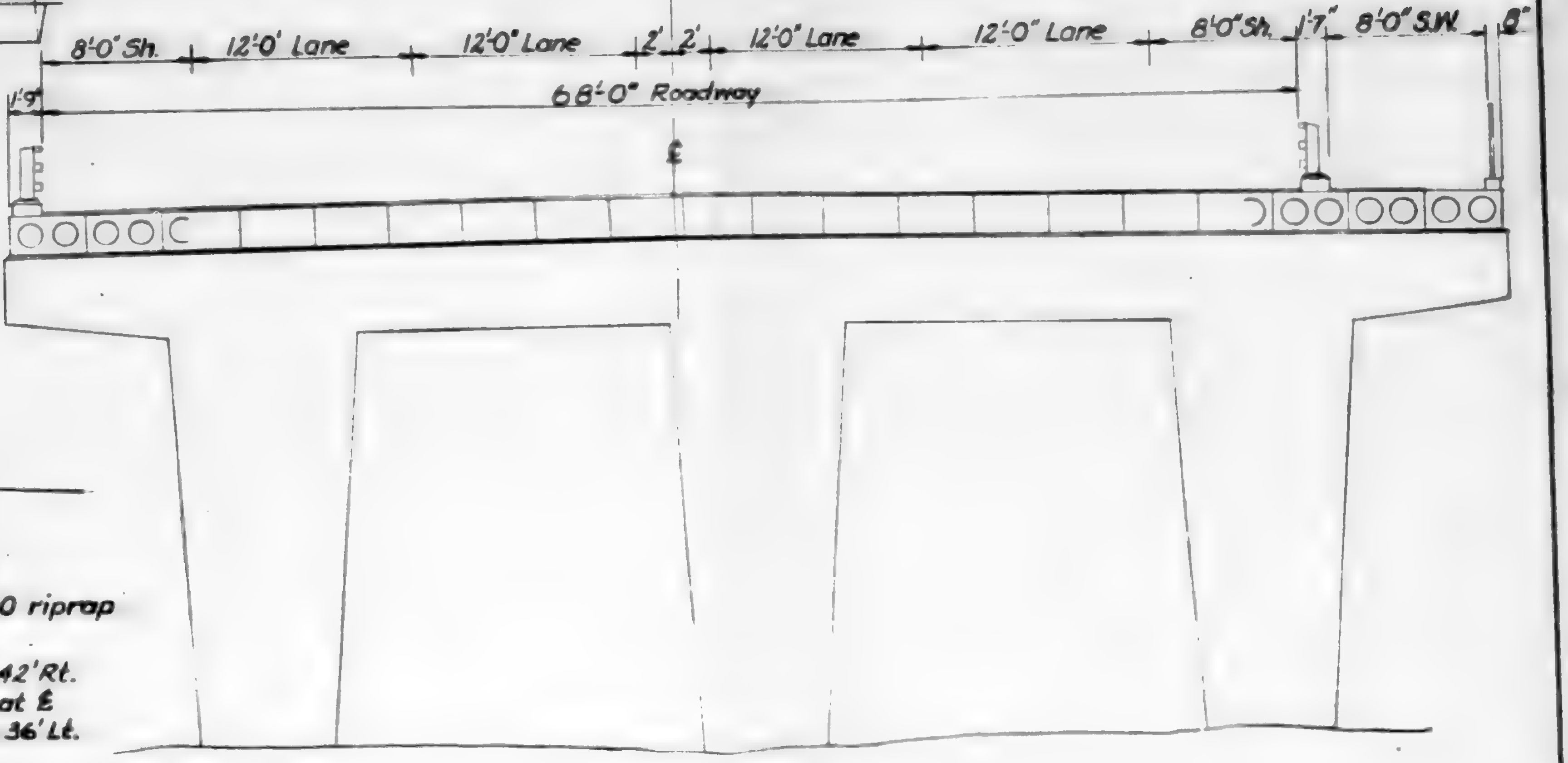

R/W
16'-0" cl.
15'-0"
15'-0"
16'-0" cl.
R/W
14'-0"
14'-0"
Structure
8'-6" rad.
8'-6" rad.
Construction Clearance (min.)
15'-0"
23'-6" min. clearance
Future S.P.R.R. track.
Future S.P.R.R. track.
Existing S.P.R.R. Main Line


To Portland
To Woodburn
Proposed Structure
Chemawa Rd. N.E.
N
Ridge Dr. N.E.
Portland Road
S.P.R.R.
NE¼ of SE¼ of Sec. 36, T6S R3W W.M.
Blossom Dr. N.E.
SALEM

VICINITY MAP

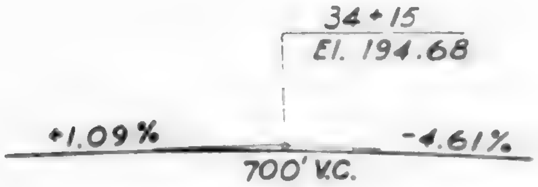
RAILROAD CLEARANCE DIAGRAM

Scale: 1" = 10'-0"

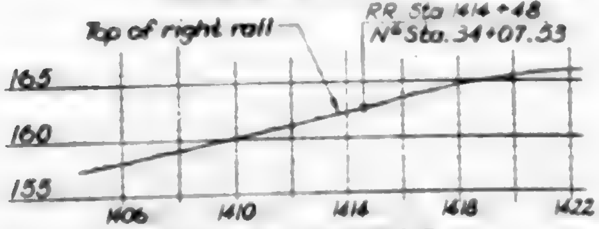

8'-0" Sh.
12'-0" Lane
12'-0" Lane
2'
2'
12'-0" Lane
12'-0" Lane
8'-0" Sh.
1'-7"
8'-0" S.W.
8"
1'-9"
68'-0" Roadway
℄

TYPICAL SECTION

Scale: 3/16" = 1'-0"

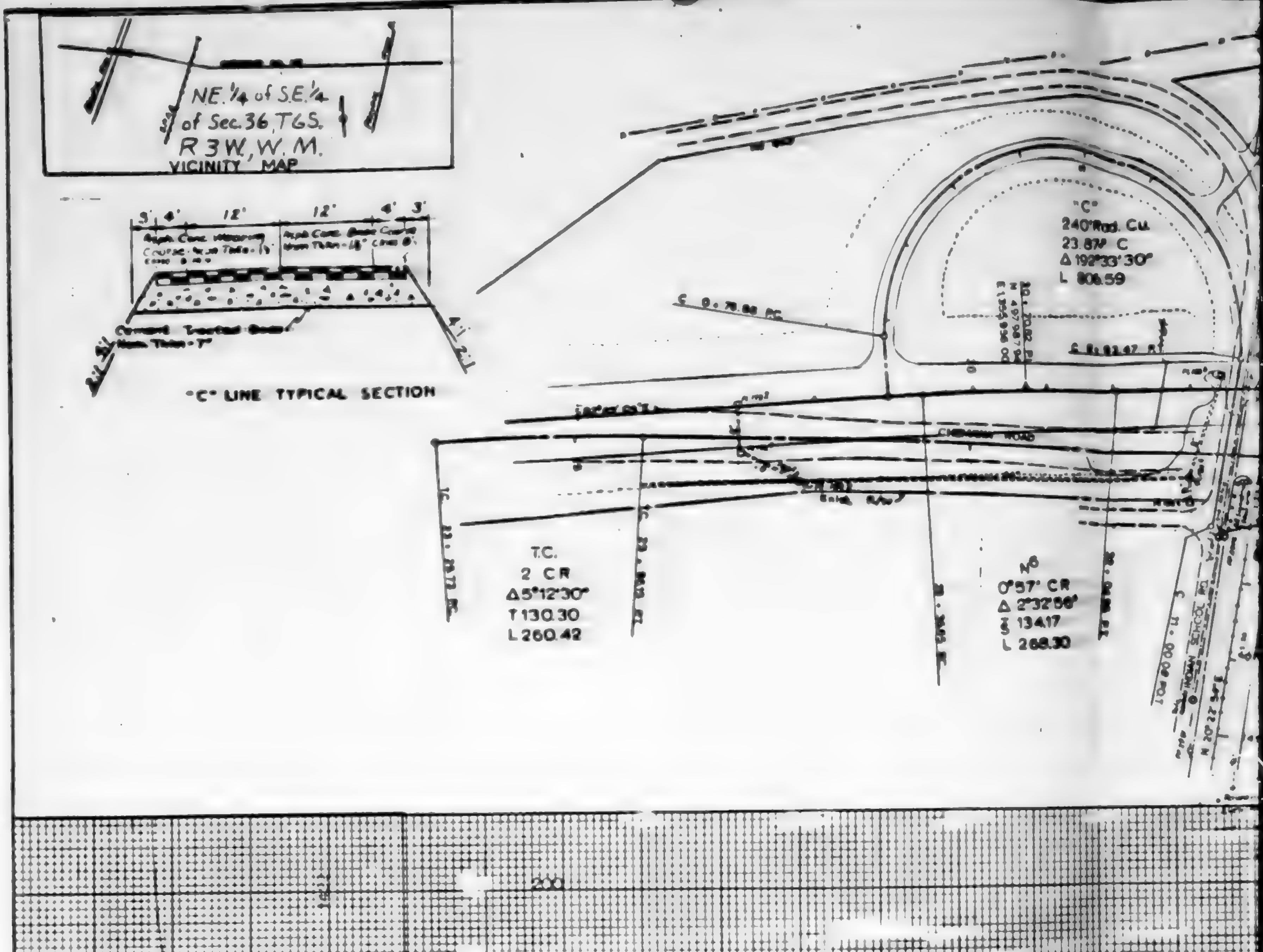

34+15
El. 194.68
+1.09%
-4.61%
700' V.C.

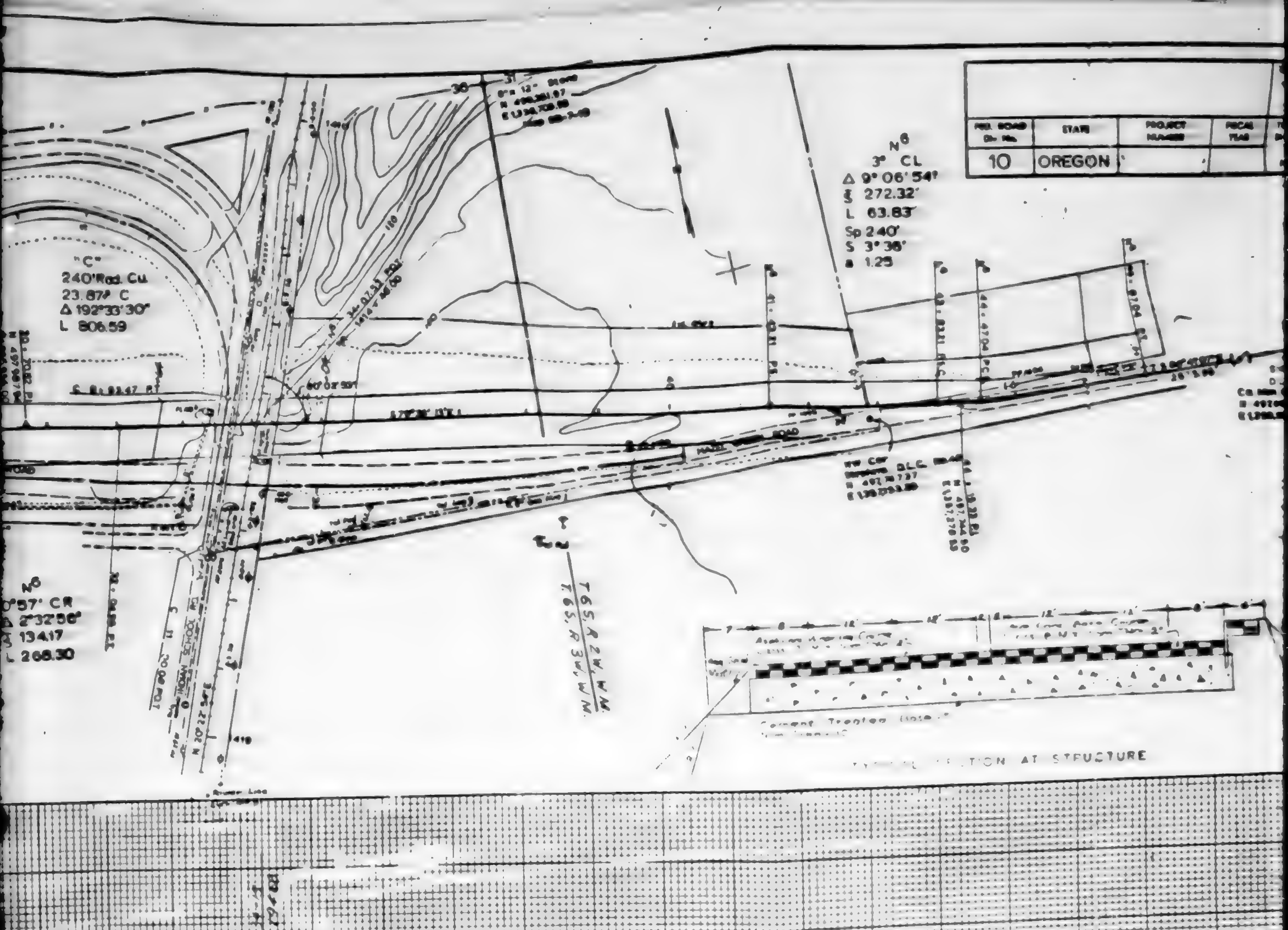
GRADE LINE DIAGRAM



S.P.R.R. PROFILE

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER P.E. TECHNICAL SERVICES ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED JERRY BELLIN DRAWN PHIL AMAYA CHECKED REVIEWED REVIEWED CALC BOOK 1795	CHEMAWA ROAD O-XING S.P.R.R. CHEMAWA INTERCHANGE PACIFIC HIGHWAY MARION COUNTY
DATE REVISION	PLAN AND ELEVATION
	ACCOMPANIED BY DWGS.
	DATE Sept. 1981 BRIDGE NO. 16569
	SHEET 1 OF 1 DRAWING NO. 36177


NE.¼ of S.E.¼
of Sec. 36, T6S.
R 3W., W. M.
VICINITY MAP
3' 4' 12' 12' 4' 3'
Cement Treated Base
4:1
2:1
"C" LINE TYPICAL SECTION
"C"
240' Rad. Cu.
23.87° C
Δ 192°33'30"
L 806.59
T.C.
2 CR
Δ 5°12'30"
T 130.30
L 260.42
0°57' CR
Δ 2°32'56"
134.17
L 268.30
Exist. R/W
200
190
180
170
160
"PROFILE"
SOUTHERN PACIFIC RAILROAD
30 ft Lt.
15 ft Lt.
℄
15 ft Rt.
30 ft Rt.


10
OREGON
N6
3° CL
Δ 9° 06' 54"
§ 272.32'
L 63.83'
Sp 240'
S 3° 36'
e 1.25
"C"
240' Rad. Cu.
23.87° C
Δ 192° 33' 30"
L 806.59
N6
0° 57' CR
Δ 2° 32' 56"
§ 134.17
L 268.30
T.6S., R.2W., W.M.
T.6S., R.3W., W.M.
TYPICAL SECTION AT STRUCTURE
700' VC
Grade

OREGON STATE [illegible] DIVISIO

VICINITY MAP

CHEMAWA ROAD INTERCH
SPRR O'XING

MARION COUNTY

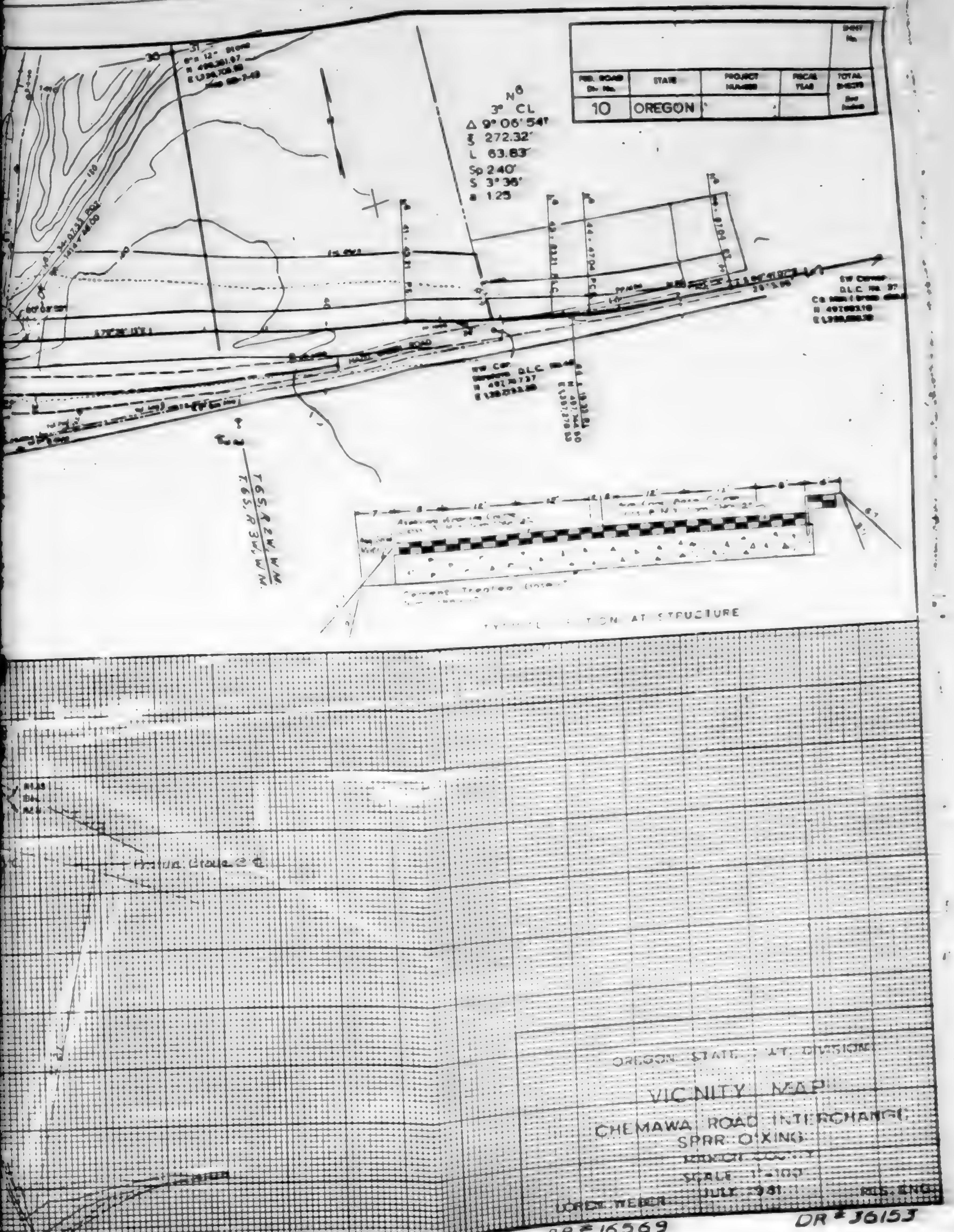
SCALE 1"=100'

JULY 1981

LOREN WEBER

BR # 16569

DR # 5


FED. ROAD DIV. No.
STATE
PROJECT NUMBER
FISCAL YEAR
TOTAL SHEETS
SHEET No.
10
OREGON
N6
3° CL
Δ 9° 06' 54"
R 272.32'
L 63.83'
Sp 240'
S 3° 36'
e 1.25
T.6S.R.2W.W.M.
T.6S.R.3W.W.M.
SW Cor.
D.L.C.
SW Corner D.L.C. No. 37
Cement Treated Base
TYPICAL SECTION AT STRUCTURE
Profile Grade & ℄

OREGON STATE [illegible] DIVISION

VICINITY MAP

CHEMAWA ROAD INTERCHANGE
SPRR O'XING
[illegible] COUNTY
SCALE 1"=100'
JULY 1961

LOREN WEBER RES. ENG.

BR # 16569

DR # 36153

Salem

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: C. O. Fredrickson
Region II Engineer

DATE: October 16, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Study Plans
Chemawa Interchange
Pacific Highway (Interstate 5)
Marion County

Verstoeg
1 Anderson
Christensen [illegible]
Olson
Sullivan

RECEIVED
OCT [illegible] 1981
ROAD DESIGN
SECTION

Correct File
Return To
Action

Attached are 7 copies of our sign study plans showing proposed sign installations on the above section.

Will you please review these plans and give us your comments and recommendations. Also, will you please submit two copies to the City and County for their review. They should note any suggestions for changes on one set of the plans, sign the plans in the space provided and return them to you for prompt return to this office.

May we have your reply by November 6, 1981, to enable completion of the plans for contract.

ORIGINAL SIGNED BY L. E. GEORGE

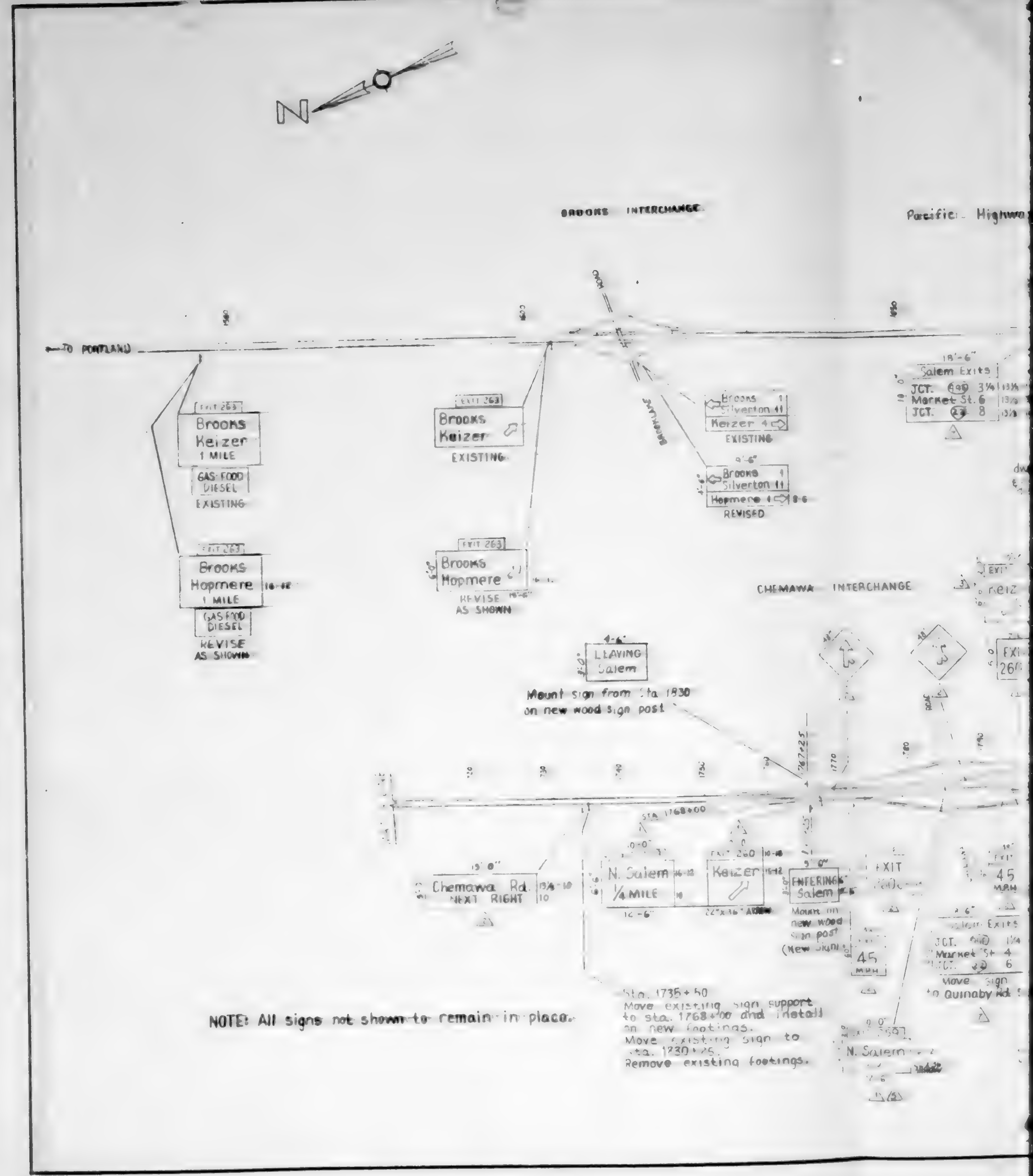
L. E. George
Traffic Engineer

ELS/dcb

Attachments

cc: R. Kuehn w/attachment
D. N. Stoudenmeyer "
F. T. Lacey "

[illegible] TO
2


N
BROOKS INTERCHANGE
Pacific Highway
TO PORTLAND
EXIT 263
Brooks
Keizer
1 MILE
GAS FOOD
DIESEL
EXISTING
EXIT 263
Brooks
Hopmere
1 MILE
GAS FOOD
DIESEL
REVISE
AS SHOWN
EXIT 263
Brooks
Keizer
EXISTING
EXIT 263
Brooks
Hopmere
REVISE
AS SHOWN
Brooks 1
Silverton 11
Keizer 4
EXISTING
9'-6"
Brooks 1
Silverton 11
Hopmere 4
8-6
REVISED
18'-6"
Salem Exits
JCT. 99E 3¼
Market St. 6
JCT. 22 8
CHEMAWA INTERCHANGE
4'-6"
LEAVING
Salem
15'-0"
Chemawa Rd.
NEXT RIGHT
STA. 1768+00
10'-0"
N. Salem
¼ MILE
12'-6"
EXIT 260
Keizer
22"x36" ARROW
9'-0"
ENTERING
Salem
EXIT
45
MPH
45
MPH
Salem Exits
JCT. 99E 1¼
Market St 4
JCT. 22 6
N. Salem
Keizer
EXIT
1767+25
1770
1780
1790
1730
1740
1750

Mount sign from Sta 1830 on new wood sign post

Mount on new wood sign post (New Sign)

Sta. 1735+50
Move existing sign support to sta. 1768+00 and install on new footings.
Move existing sign to sta. 1730+25.
Remove existing footings.

Move sign to Quinaby Rd.

NOTE: All signs not shown to remain in place.

Sheet 1 of 1

1 Mount new sign on existing support.

2 Install new sign & post(s).

3 Install new sign & cantilever support.

4 Install new sign & support to structure.

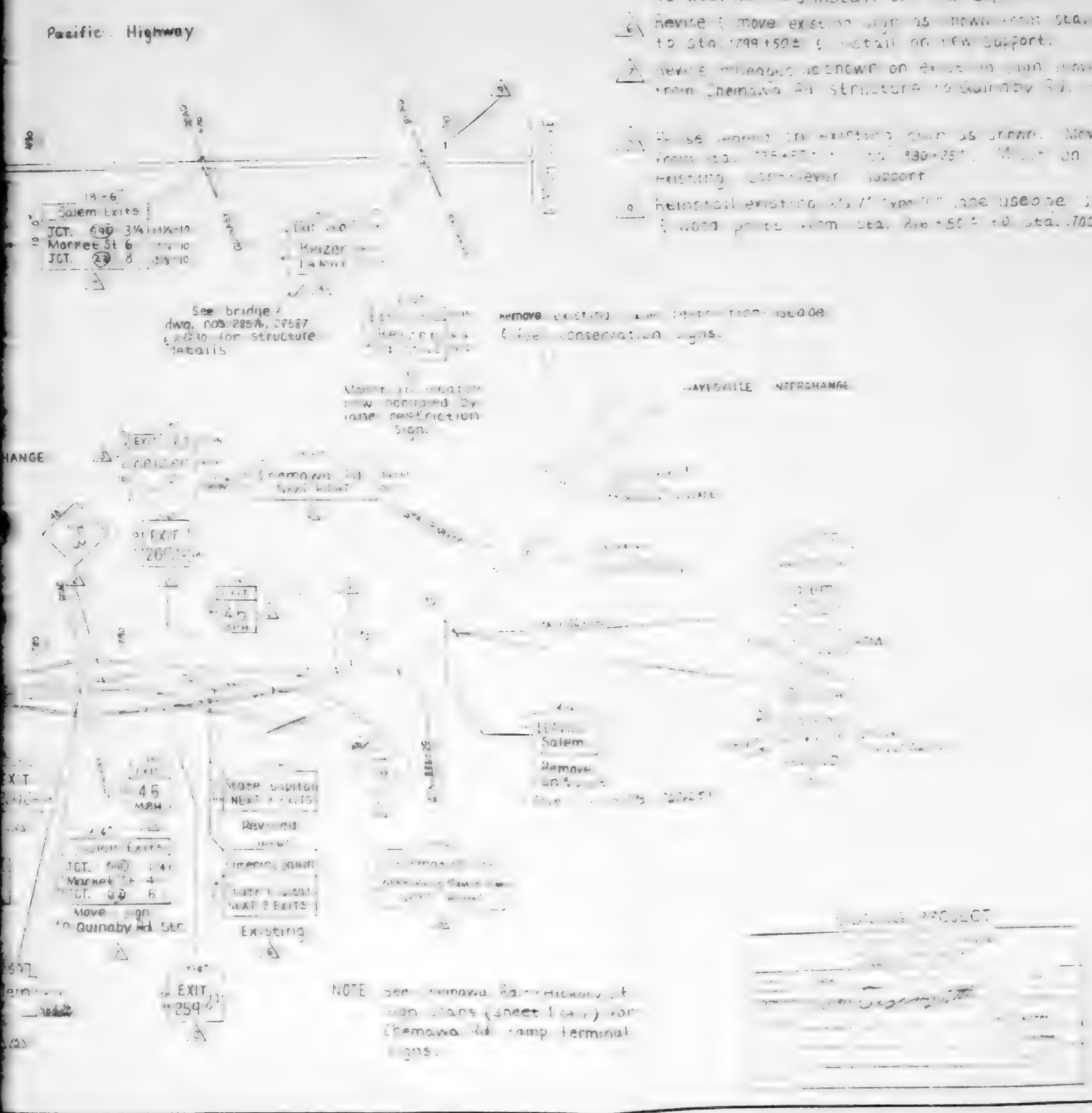
5 Move existing sign from Chemawa Rd. structure to sta. 1822+00 & install on new support.

6 Revise & move existing sign as shown from sta. 1830+25 to sta. 1799+50± & install on new support.

7 Revise mileages as shown on existing sign moved from Chemawa Rd. structure to Quinaby Rd. str.

8 Revise [illegible] on existing sign as shown. Move from sta. [illegible] to sta. 1830+25±. Mount on existing cantilever support

9 Reinstall existing [illegible] "Type [illegible]" lane use [illegible] & wood posts from sta. [illegible] to sta. 1705+00.


Pacific Highway
18'-6"
Salem Exits
JCT. 99E
Market St 6
JCT. 22 8
Exit
Keizer
See bridge dwg. nos. 28576, 28587 & [illegible] for structure details
Remove existing lane restriction usage & fuel conservation signs.
Mount [illegible] lane restriction sign.
INTERCHANGE
HANGE
EXIT
Keizer
Chemawa Rd
NEXT RIGHT
EXIT
260
EXIT
45
MPH
EXIT
45
MPH
State Capitol
NEXT 2 EXITS
Revised
State Capitol
NEXT 2 EXITS
Existing
Salem Exits
JCT. 99E
Market St 4
JCT. 22 6
Move sign to Quinaby Rd. Str.
Salem
Remove
EXIT
259
NOTE See Chemawa Rd.-Hickory St. [illegible] plans (sheet 1 of [illegible]) for Chemawa Rd. ramp terminal signs.
PROJECT

STATE OF OREGON

INTEROFFICE MEMO

TO: Roger D. Trygstad
Railroad & Utilities Engineer

DATE: October 6, 1981 DES 23
16569

FROM: L. L. Wallace
Assistant Bridge Engineer

SUBJECT: Preliminary Plans
Chemawa Road Overcrossing SPRR
Chemawa Interchange
Pacific Highway
Marion County
BR 16569

Attached are five prints each of Drawing 36177 and 36153 which are the Plan and Elevation and Vicinity Map for the subject structure. The proposed four-span prestressed slab bridge will carry Chemawa Road over the SPRR and Indian School Road.

Portland General Electric has power lines and Southern Pacific Transportation Co. has communication lines along the railroad tracks that will require relocation before work on the structure can begin. Stage construction is anticipated to handle traffic on Chemawa Road during construction. Please forward a copy of each drawing to the power company to assist them in developing a relocation plan. The relocation work should be completed as soon as possible to avoid delaying the contract.

GHB:jrb

Attachments

cc: E. S. Hunter
J. H. Versteeg
C. O. Fredrickson

RECEIVED
TECHNICAL SERVICES
OCT 7 '81
REFER TO
FOR

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-5-5(74)260

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00080

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/21/81

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary I

10. GENERAL LOCATION:

Chemawa Interchange Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 9/10/81 you are now authorized to proceed with the actual acquisition of file No. 52257 as shown on R/W map 9B-7-13 at a TEC of $4,500 Federal Funds $4,149.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

SEP 24 '81
REFER TO [illegible]

orig 9-24

14. DATE 9/21/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
I-5-5(72)260

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
00080

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/31/81

8. FEDERAL ROUTE NUMBER
Interstate 5

9. STATE ROUTE NUMBER
Primary 1

10. GENERAL LOCATION:
Chemawa Interchange Section

11. GENERAL DESCRIPTION OF WORK
PS&E preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC of $60,000 - F.F. $55,332
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 7/14/81.

Record of decision issued 8/31/81.

(Funds from 20% limitation)

14. DATE
8/31/81

15. SIGNATURE OF APPROVING OFFICIAL
E K H

16. TITLE
for Division Administrator

FORM PR 1240
(Rev. 12 [illegible])
PREVIOUS EDITIONS MAY BE USED

7-5-8

Salem

ROAD DESIGN SECTION 378-6558

. B. Boyd, Manager
Right of Way Section

August 7, 1981

J. H. Versteeg
Road Design Engineer

File 52257
Chemawa Road Interchange Section
Pacific Highway
Marion County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project, scheduled for fiscal second quarter of 1983.

By:

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

1568

ROAD DESIGN SECTION

J. B. Boyd
Right-of-Way Engineer

ADOlson

A. D. Olson
Preliminary Design Engineer

July 29, 1981

Chemawa Interchange Project
I-5 Freeway-Chemawa Road
Marion County

The attached vicinity map shows an access road proposed to serve the Chemawa Indian School property. Relocating the existing connection to Chemawa Road is necessary due to the proposed fill for the SPRR Overcrossing.

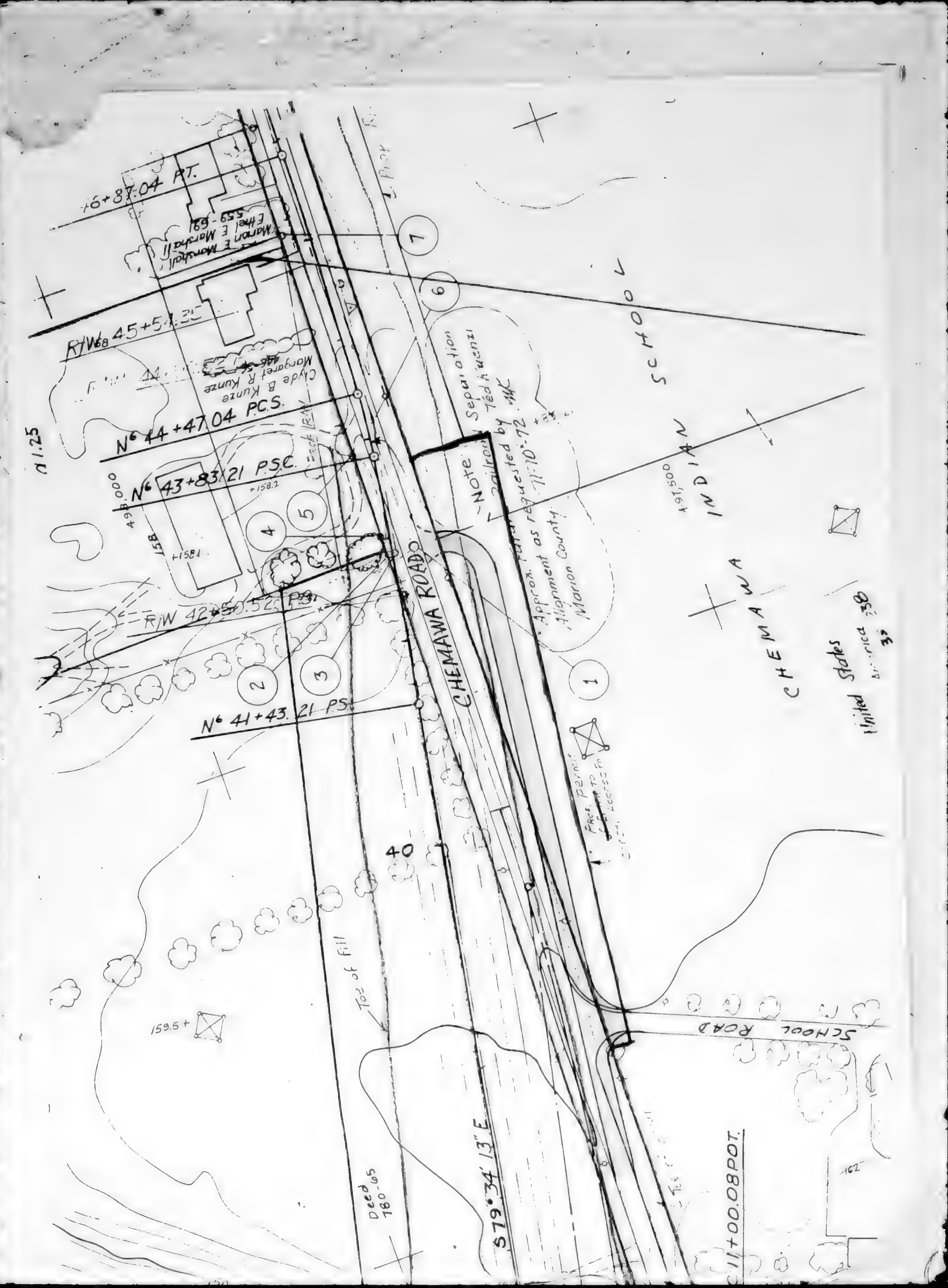
Negotiations for right-of-way will be necessary within approximately a year to provide for construction of a four-lane roadway between the subject project and Pacific Highway 99E. However, as the construction of the Chemawa Interchange project is proposed for early 1982, a "construction permit" would appear to be the most expedious means of providing for our immediate needs.

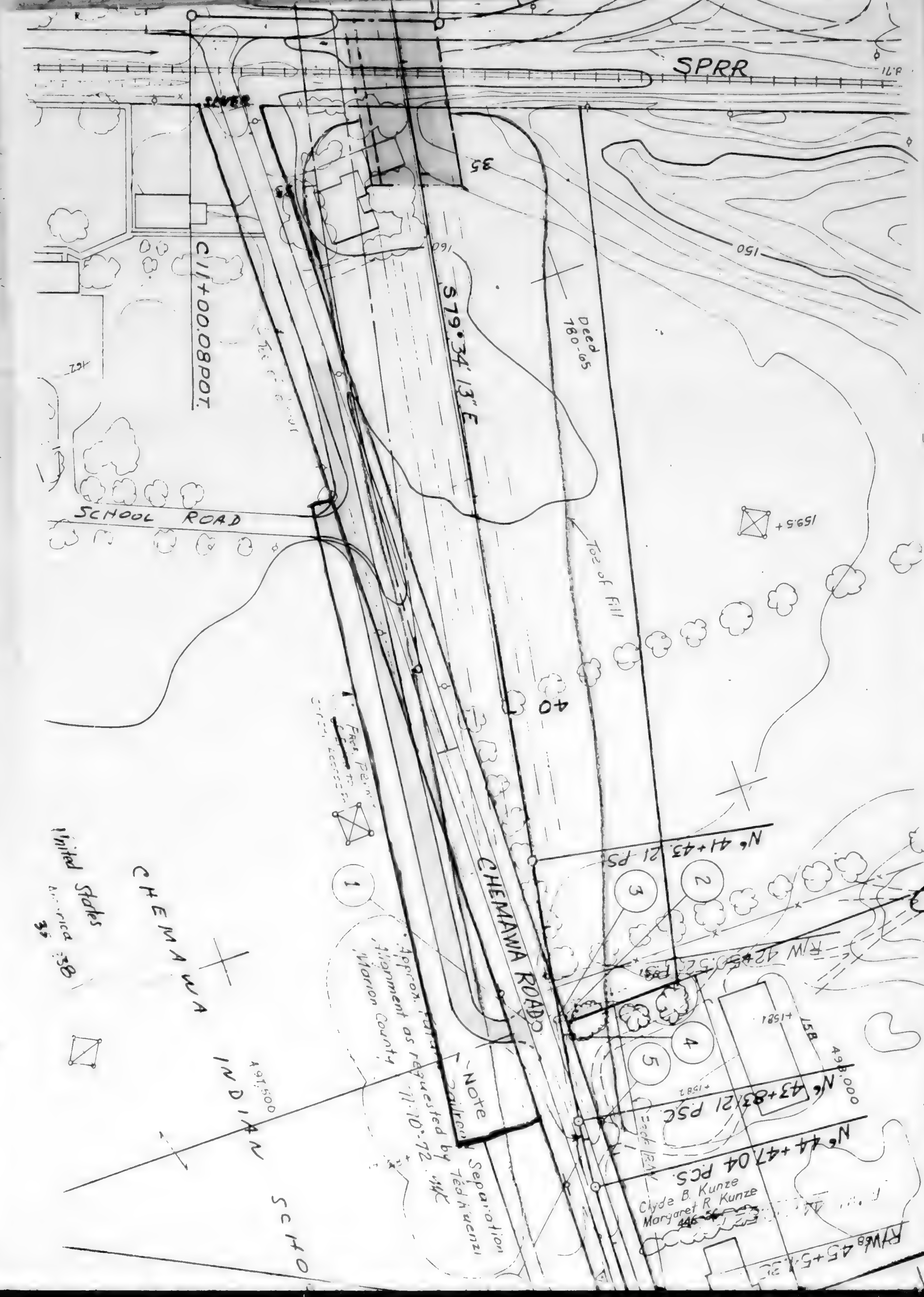
Could you obtain a "construction permit" to allow the construction of said access road? If you need additional information, please contact us.

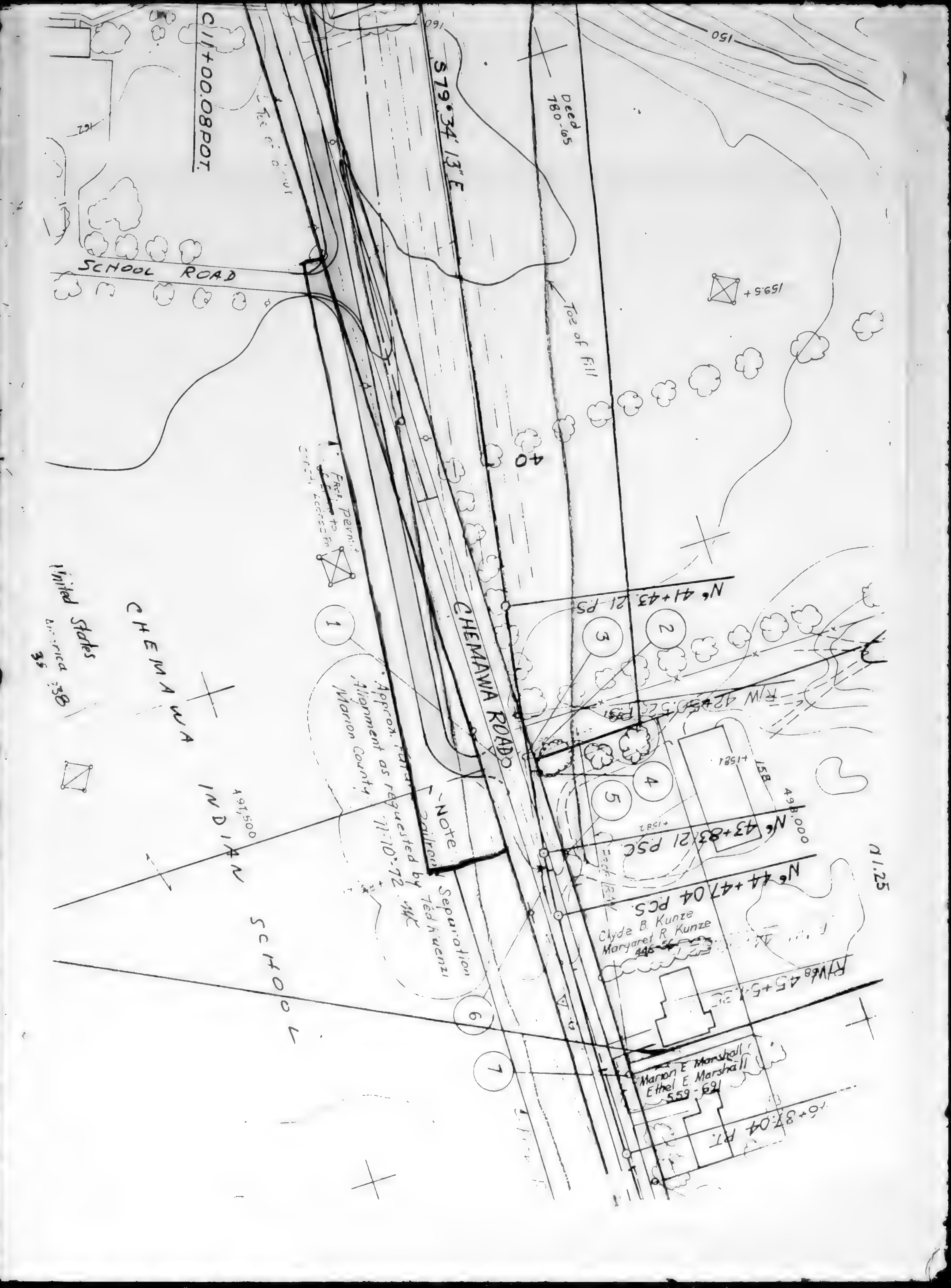
MK:ja

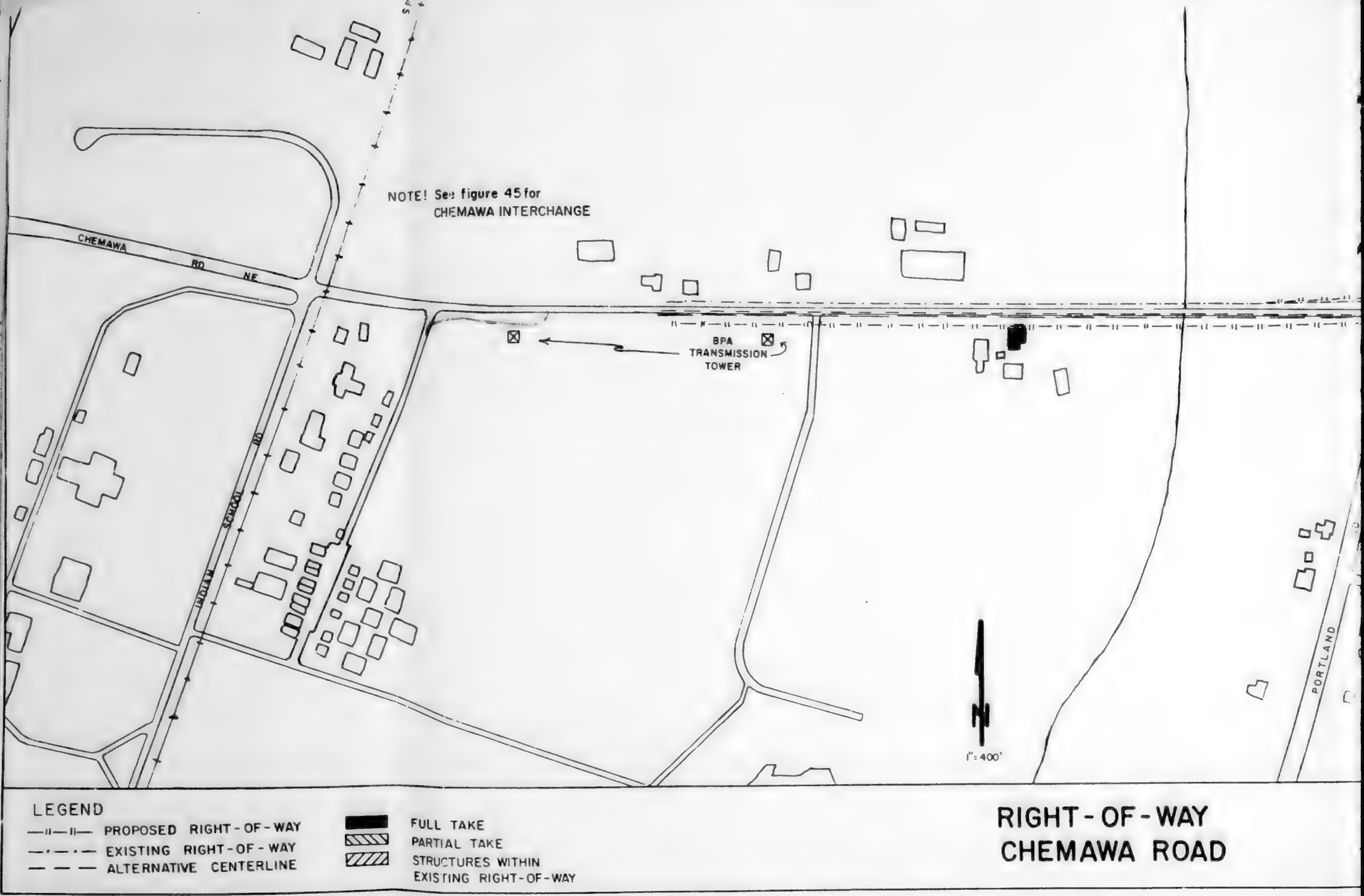
Attachment

cc C. O. Fredrickson (enc.)

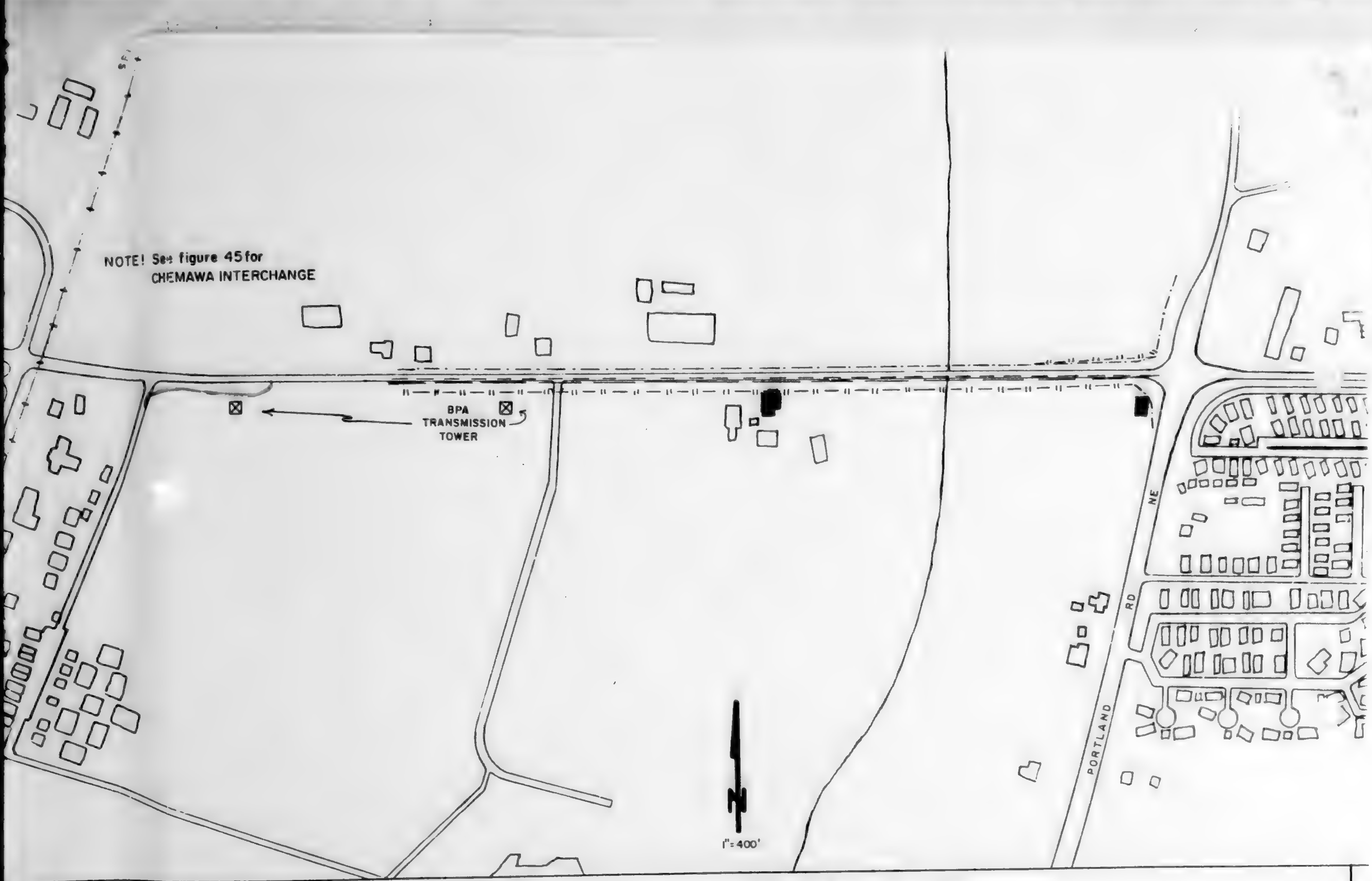

6+87.04 PT.
Marion E Marshall
Ethel E Marshall
559-691
R/W 45+54.35
Clyde B. Kunze
Margaret R Kunze
N6 44+47.04 P.C.S.
N6 43+83.21 P.S.C.
R/W 42+50.52 P.S.
N6 41+43.21 P.S.
CHEMAWA ROAD
Note
Separation
Railroad Alignment as requested by Ted Kuenzi 11-10-72
Approx.
Marion County
SCHOOL
INDIAN
CHEMAWA
United States of America
497,500
498,000
158
+158.1
+158.2
159.5+
40
Toe of Fill
Deed 780-65
S79°34'13"E
11+00.08 POT.
SCHOOL ROAD
162
Pres. Permit
1
2
3
4
5
6
7


SPRR
SEWER
35
35
160
150
162
C11+00.08POT
S79°34'13"E
Deed 780-65
Toe of Fill
SCHOOL ROAD
159.5+
40
Fire Permit
CHEMAWA ROAD
No 41+43.21 PS
1
2
3
4
5
R/W 42+65.32
158
158+
United States America 35-738
CHEMAWA INDIAN SCHOOL
Note
Approx. Railroad Separation Alignment as requested by Ted Kuenzi Marion County 11-10-72
497,500
498,000
No 43+83.21 PSC
No 44+47.04 PCS
Clyde B. Kunze
Margaret R. Kunze
R/W 45+51.2
11.25

C11+00.08POT.
S79°34'13"E
Deed
780-65
150
160
162
Toe of Fill
159.5+
SCHOOL ROAD
40
Pres. Permit
to
Access
CHEMAWA ROAD
United States
America
35-38
CHEMAWA
INDIAN
SCHOOL
497,500
498,000
Approx. Future Railroad Separation
Alignment as requested by Ted Kuenzi
Marion County 11-10-72 UK
Note
1
2
3
4
5
6
7
N° 41+43.21 PS
R/W 42+50.52
158
158.1+
158.2+
N° 43+83.21 PSC
N° 44+47.04 PCS
Clyde B. Kunze
Margaret R. Kunze
446-56
R/W 45+51.33
Marion E. Marshall
Ethel E. Marshall
559-691
48+37.04 PT.
a1.25


SPI
NOTE! See figure 45 for
CHEMAWA INTERCHANGE
CHEMAWA RD NE
INDIAN SCHOOL RD
BPA
TRANSMISSION
TOWER
PORTLAND
1" = 400'
LEGEND
—॥—॥— PROPOSED RIGHT-OF-WAY
—·—·— EXISTING RIGHT-OF-WAY
— — — ALTERNATIVE CENTERLINE
■ FULL TAKE
▨ PARTIAL TAKE
▨ STRUCTURES WITHIN EXISTING RIGHT-OF-WAY

RIGHT-OF-WAY
CHEMAWA ROAD


NOTE! See figure 45 for
CHEMAWA INTERCHANGE
BPA
TRANSMISSION
TOWER
PORTLAND
RD
NE
1"=400'

■ FULL TAKE
▧ PARTIAL TAKE
▨ STRUCTURES WITHIN
EXISTING RIGHT-OF-WAY

RIGHT-OF-WAY
CHEMAWA ROAD

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 14, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Marion County

I request authorization, after statutory requirements have been fulfilled for the Final Environmental Impact Statement entitled "Salem Parkway and Corollary Projects", to proceed with the portion of preliminary engineering, including as applicable, utility and railroad preparatory work, necessary to obtain PS&E approval with no additional obligation of Federal funds for the following:

Project No.	Section
I-5-5 (72) 260	Chemawa Interchange
IX-1525 (1)	Chemawa Road-Hickory St. (Salem)

JLG/lms

cc: Gary Zehner
General Files

Form 734-3122

75-1

Salem

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Chemawa Interchange

HIGHWAY NAME: Pacific

HIGHWAY NUMBER: 1

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Marion	CITY
LENGTH 1.3	MILEPOST NUMBER 259.50 TO 260.80	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☒ SIGN ☒ SIGNAL ☒ ILLUMINATION ☒ ROADSIDE IMPROVEMENT ☒ OTHER landscape

PROJECT DESCRIPTION

Surveys to provide for the construction of a diamond interchange at the Chemawa Road crossing. This is to be a full access interchange, coupled with improvement to Chemawa Road between BNRR and a point 1,200 east of the SPRR tracks. This contempletes an overcrossing of the SPRR tracks.

1 Versteeg ✓
Anderson
2
3
Sullivan
4

RECEIVED
JUN 19 1980
ROAD DESIGN SECTION

Do Not File

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): See attached sketch map

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35-40

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

APPROVED
Frank E. Pergin
Location Engineer
Date 5/28/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		four – 12'
SHOULDERS		two – 10'
MEDIANS		one – 16'
PARKING LANES		none
SIDEWALKS		one – 8'
BIKEWAYS		shoulder bikeway
INTERCHANGES	none	one
OTHER:		four ramps 26' wide (not curbed)

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☒	☐	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☒	☐	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☒	☐	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☒	☐	☐
At Grade	☐	☒	☐
Separated	☒	☐	☐
Railroad Encroachment	☒	☐	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☒	☐	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement *	☒	☐	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☒	☐	☐
Public Hearing ______	☒	☐	☐
Borrow Source	☒	☐	☐
Material Source	☒	☐	☐
Utilities	☐	☐	☒

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	■	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☒	☐	☐

* To be included in Salem Parkway D.E.I.S.

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	7.0
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2 years)	6 mos.
PRELIMINARY DESIGN	( )	-
DESIGN APPROVAL/FINAL EIS	( )	6.0
RIGHT-OF-WAY DESCRIPTIONS	( )	2.0
RIGHT-OF-WAY ACQUISITION	( )	7.0
P.S. & E. DOCUMENTS	( )	6.0
RECOMMENDED CONSTRUCTION DATE	1988 (Region)	6yr. H.I.P. '83 (Salem)

FORM 734-1730 (12-78) Page 3

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C pavement	4"	
Cement Treated base	7"	
Lime treated subgrade	6"	

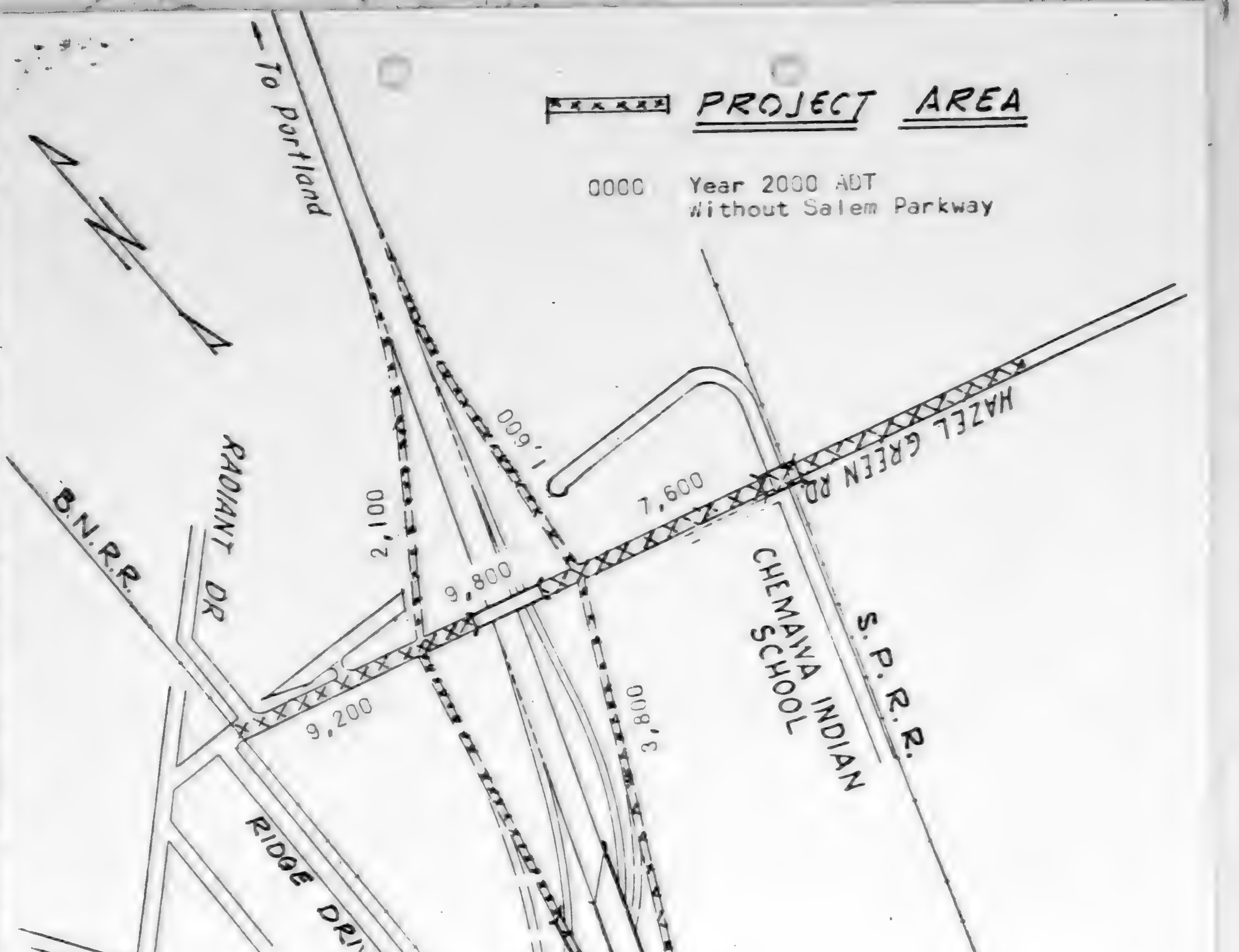
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		$ 151,400
RIGHT OF WAY		15,000
TRAFFIC CONTROL temporary and permanent		180,000
ILLUMINATION		150,000
STRUCTURES		2,775,000
RAILROAD		——
ROADWAY		4,724,000
OTHER Traffic Signals		100,000
ENGINEERING & CONTINGENCIES		incl. above
PROJECT TOTAL	$ 7,500,000	$8,095,400

SUBMITTED BY ______________________



PROJECT AREA
0000 Year 2000 ADT
Without Salem Parkway
N
To Portland
HAZEL GREEN RD.
1,600
7,600
2,100
9,800
9,200
3,800
3,600
RADIANT DR
B.N.R.R.
CHEMAWA INDIAN SCHOOL
S.P.R.R.
RIDGE DRIVE
CHEMAWA ROAD
Frontage Rd.
BALDOCK FRWY

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-5-5(72)260

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
00080

COUNTY NAME
Marion

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

4/25
Orig

RECE[illegible]
STAT[illegible]
APR 25 '80
REFER TO
Moehring

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 4/22/80	FEDERAL ROUTE NUMBER Interstate 5 STATE ROUTE NUMBER Primary 1

GENERAL LOCATION:
Chemawa Interchange Section

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 4/11/80 you are authorized to proceed with all phases of preliminary engineering necessary to obtain an approved Final Environmental Impact Statement at a TEC of $86,400 with Federal participation limited to $79,678.

DATE 4/22/80	SIGNATURE OF APPROVING OFFICIAL G K [illegible]	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975 [illegible]

March 11, 1980

INT 9

Mr. Alan H. Hershey, Director
Mid-Willamette Valley
Council of Governments
400 Senator Building
220 High Street NE.
Salem, OR 97301

Dear Mr. Hershey:

Your letter of February 27, 1980, requested information on funding the PE/EIS work for the Chemawa Road Interchange.

The preliminary engineering agreement between the City/County and State stipulates that the MWVCOG staff will develop the environmental study for the Chemawa Road Interchange. The proposed Chemawa Road Interchange on I-5 is eligible for interstate funding and the PE is being programmed with the Federal Highway Administration. We expect their approval within a week or two.

The current COG contract with the City of Salem should be expanded to cover the cost of the EIS work on the Chemawa Road Interchange. The City of Salem can then bill the State for the costs of these engineering services through our Region II office. This procedure would be the same as that set up to handle the a(4) transfer projects.

Our Environmental Section has estimated the cost for the EIS work on the Chemawa Road Interchange at $20,000. This is somewhat less than the $37,840 figure that you have provided. It is suggested that you contact Mr. Gary Potter to resolve this difference in estimates so that FHWA participation in funding can be assured.

Mr. Charles Fredrickson, Region II Engineer, has the responsibility of handling the State's interest in the development of the EIS for the Chemawa Road Interchange as well as the a(4) transfer projects. Please contact him for any assistance you may need in developing the EIS for the Chemawa Road Interchange project.

Sincerely,

F. B. Klaboe
Director

JHV:ab jv
bc: H. S. Coulter
E. S. Hunter
Chuck Fredrickson
Gary Potter
J. H. Versteeg

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS
400 SENATOR BUILDING ★ 220 HIGH ST. N.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177
[illegible] Director

RECEIVED
STATE HWY ENGR
MAR 3 '80
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

3/5

RECEIVED
DOT DIRECTOR
FEB 29 '80
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

February 27, 1980

Mr. Fred Klaboe, Director
Oregon Department of Transportation
135 Transportation Building
Salem, OR 97310

Dear Fred:

The purpose of this letter is to request your assistance in making a determination on funding the PE/EIS work for Chemawa Interchange.

When the Project Request was originally submitted in Fall, 1977 for the I-305 Replacement Arterial (now called the Salem Parkway), it did not include any of the related projects. In response to encouragement of your staff, primarily Region II and the Environmental Section, and FHWA, the Project Request was amended in Fall 1979 to include Chemawa Interchange, Chemawa Road, Verda, Hayacinth, and Cherry Avenues so that these corollary projects could be included as part of the PE/EIS. This amended Project Request has been approved by FHWA.

COG has contracted with the City of Salem to prepare the EIS for the Salem Parkway and corollary projects. We are about two-thirds through that process. However, with the addition of Chemawa Interchange, and a delay in receiving traffic data, we must revise the agreement and budget for EIS work with the City. These two factors will extend the end date of the EIS from May 9, 1980 to November 30, 1980. We have calculated that the extra cost of including Chemawa Interchange in this EIS to be $37,840. I'm hopeful we will find that is less expensive compared to the cost of doing it separately.

I would appreciate your appointing a key staff member who would work with Richard Knowles of my staff to work out how this can be set up under Interstate funding, how the charging and accounting would work, program management, etc.

If you agree, please let me know who your contact person will be so we can set up a meeting. We are looking at a potential date of the first week in March to discuss, with decisions made by the second week. Following that, we would revise our agreement with the City of Salem by the end of March.

Thanks, Fred, for your assistance.

Sincerely,

Alan H. Hershey

Alan H. Hershey, Director

KNOWLES/cah

cc Dave Moehring, Assistant State Highway Engineer
Ed Hunter, Assistant Director, Technical Services
Buzz Swan, Manager, Program Management
Chuck Fredrickson, Region II Engineer
Gary Potter, Manager, Environmental Studies Unit
Milt Peterson, Assistant Director, COG
Dick Knowles, Chief Transportation Planner, COG
Webb Bauer, Principal Transportation Planner, COG
Byron Meadows, Senior Transportation Planner, COG
Ralph Lambert, Engineer, Salem Public Works

7528

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 2, 1974

TO MEMO TO THE FILES

D N Stoudenmeyer

FROM D. N. Stoudenmeyer, Preliminary Design Supervisor

SUBJECT Chemawa Interchange
Interstate 305
Marion County

1 Versteeg ✓
2 A. Olson ack
3 Tarpin T
R. Olson
ROAD DESIGN
Other

Recently we were asked to reply to several questions concerning the proposed Chemawa Interchange and the I-305 structures nearby. The questions were:

1. Analyze the need for Chemawa Interchange without I-305.

    The need for the Chemawa Interchange is as great without as with the I-305 Freeway. It would provide considerable relief for the congested Hayesville Interchange to the south. It also would provide a major access for the Hazel Green area to the east and the Keizer area to the west. Chemawa Road is planned to be developed as a major arterial by Marion County and is included in the S.A.T.S.

FHWA has indicated that this interchange is part of I 305 - & can only be built as a part of that facility. I 5 is a completed portion of the interstate system, etc. GSP.

2. Can I-305 structures be used for a local road undercrossing?

    There is no local road near that could logically use the I-305 structures for an undercrossing.

3. Could an interchange be constructed at the I-305 structures and meet standards?

    Yes, but the crossroad would have to be aligned to connect to Chemawa Road.

4. Is there a need for a local road undercrossing at the I-305 structures?

    There appears to be little use for the I-305 structures without the proposed freeway due to the proximity of the Chemawa Road structure. An undercrossing for a local road appears unnecessary unless used as an access road for a future park located on each side of I-5. Such a connection would run into difficulties with the Chemawa Interchange ramps requiring additional structures and grade changes.

DNS:we

FORM

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 27, 1974

TO E. S. Hunter, Assistant State Highway Engineer

J HVersteeg

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Chemawa Interchange
I-305
Marion County

Estimates have been prepared for the two structures on I-5 at I-305. If constructed with the present contract, it will cost $1,468,900 which consists of the structures and accompanying detours.

If deleted from this contract and not constructed until 1977, it will cost $2,495,100. This million dollar difference is due to inflated prices and more costly detours. There is presently a detour in for the railroad structure construction which can be used if the structures are built now but which will be gone in the future.

A copy of the estimate is attached.

DNS:jh
cc: C. O. Fredrickson

9568

I-305

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 31 1973
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

November 1, 1973

McArthur and Gardner
813 S.W. Alder
Portland, Oregon 97205

Attention: Rob Barrentine

Re: Chemawa Road
Chemawa Indian School Vicinity
Marion County

Dear Mr. Barrentine:

As you requested by telephone material on the subject is enclosed as follows:

1 print of construction plans (sheet 28) showing temporary connection to Chemawa Road and grade crossing of Southern Pacific Railroad

1 print of construction profile (sheet 28B) showing temporary connection

1 print of a map showing proposed future grade separation of Southern Pacific Railroad, the realignment of Chemawa Road and the loop connection of Indian School Road

1 print of profile showing proposed future overcrossing at Southern Pacific Railroad

The construction of Chemawa Road and the Southern Pacific Railroad grade crossing temporary connection is included in the I-5 widening project, Woodburn to Hayesville Section. Construction of the proposed railroad overcrossing structure and Chemawa Road fill section is planned to be included in the future I-305 North Salem Freeway project and is contingent upon approval and construction of that facility.

As you can see, direct approaches from the Indian School property easterly of the railroad in the area of the fill could be difficult to provide; however, approaches located easterly of approximately Station 42+00 could be readily accommodated. Plans for the portion of Chemawa Road easterly of the subject project would be developed by Marion County.

If you require any additional information please contact us. As discussed, this data is of a preliminary nature and subject to revision.

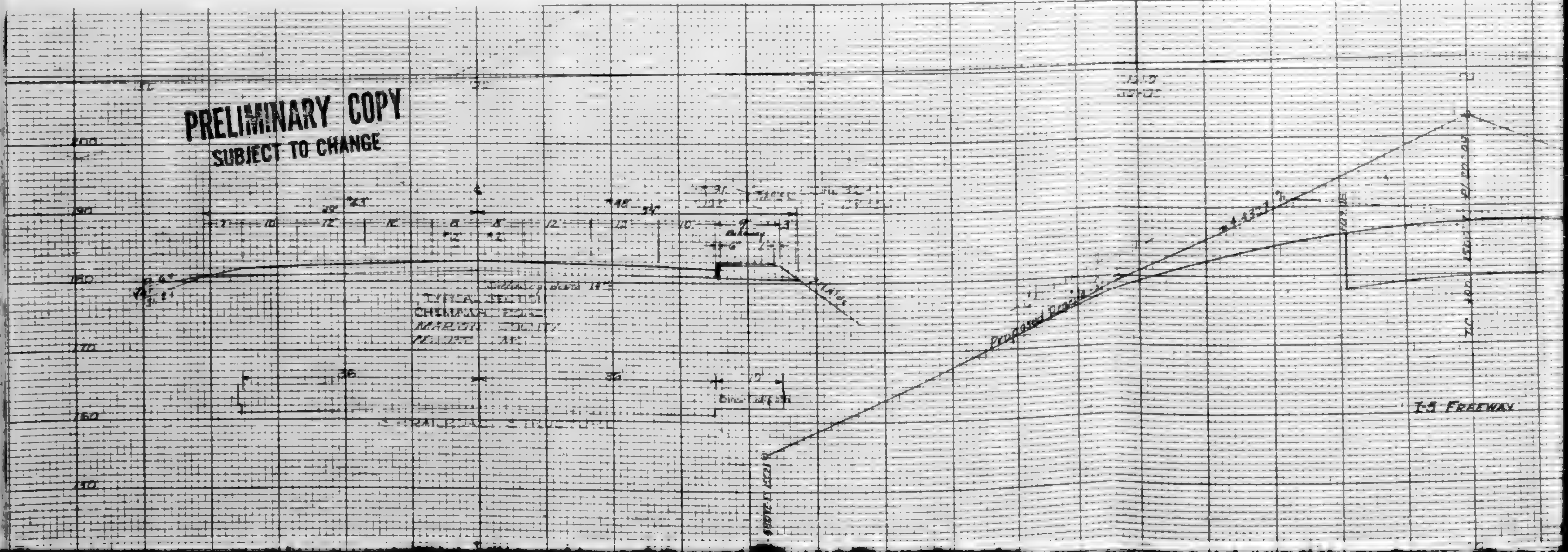
Very truly yours,

J. H. Versteeg
Road Design Engineer

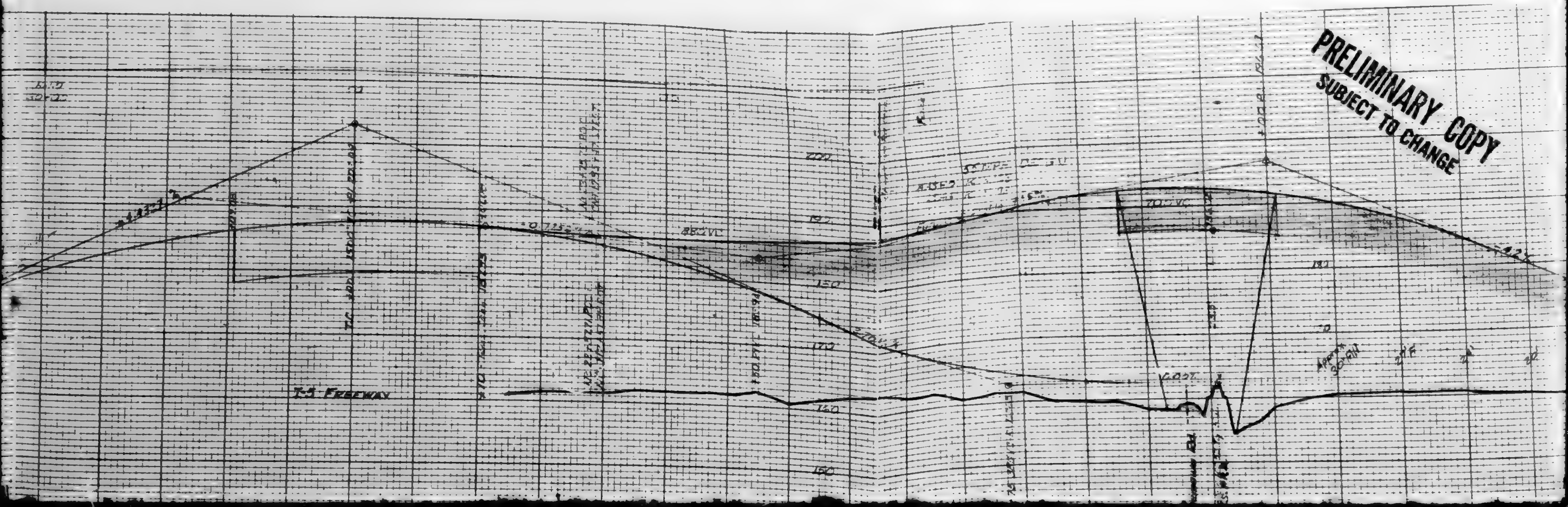
By

A. D. Olson
Preliminary Design Engineer

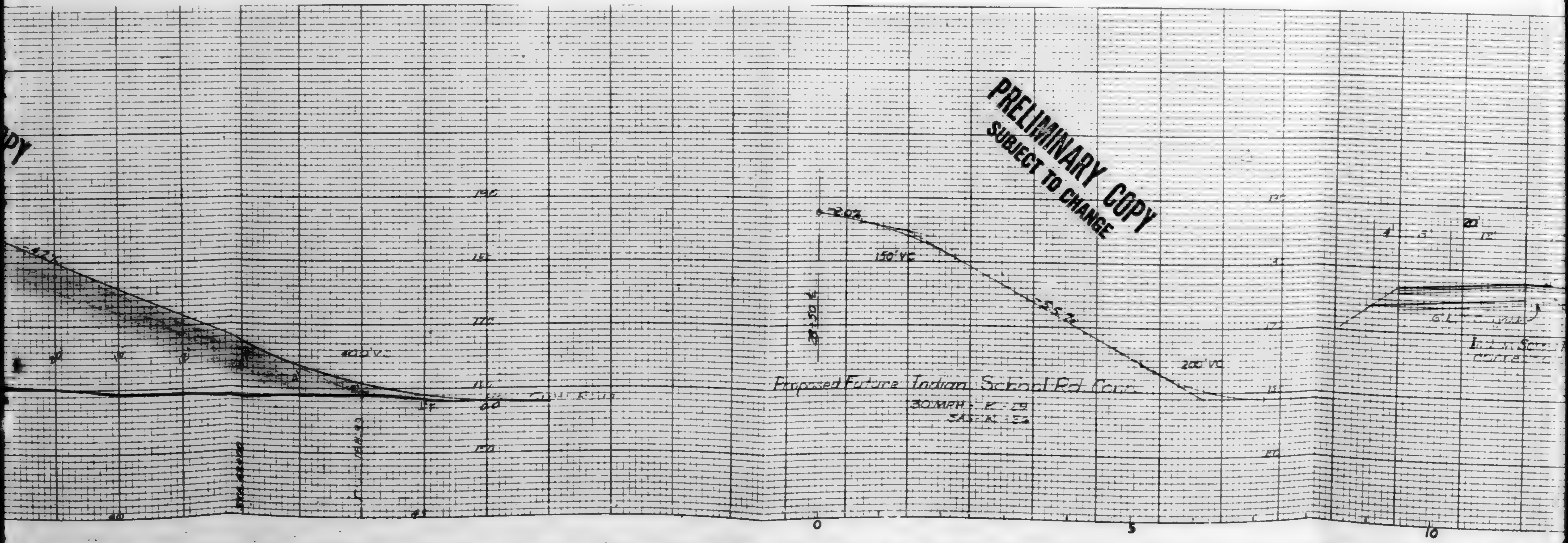
ADO:we
cc: C. O. Fredrickson, w/map & profile


200
190
180
170
160
150
TYPICAL SECTION
CHEMAWA ROAD
MARION COUNTY
NO SCALE
36
36
10
12
12
8
8
12
12
10
48
Proposed Grade
T.C. 100
I-5 FREEWAY

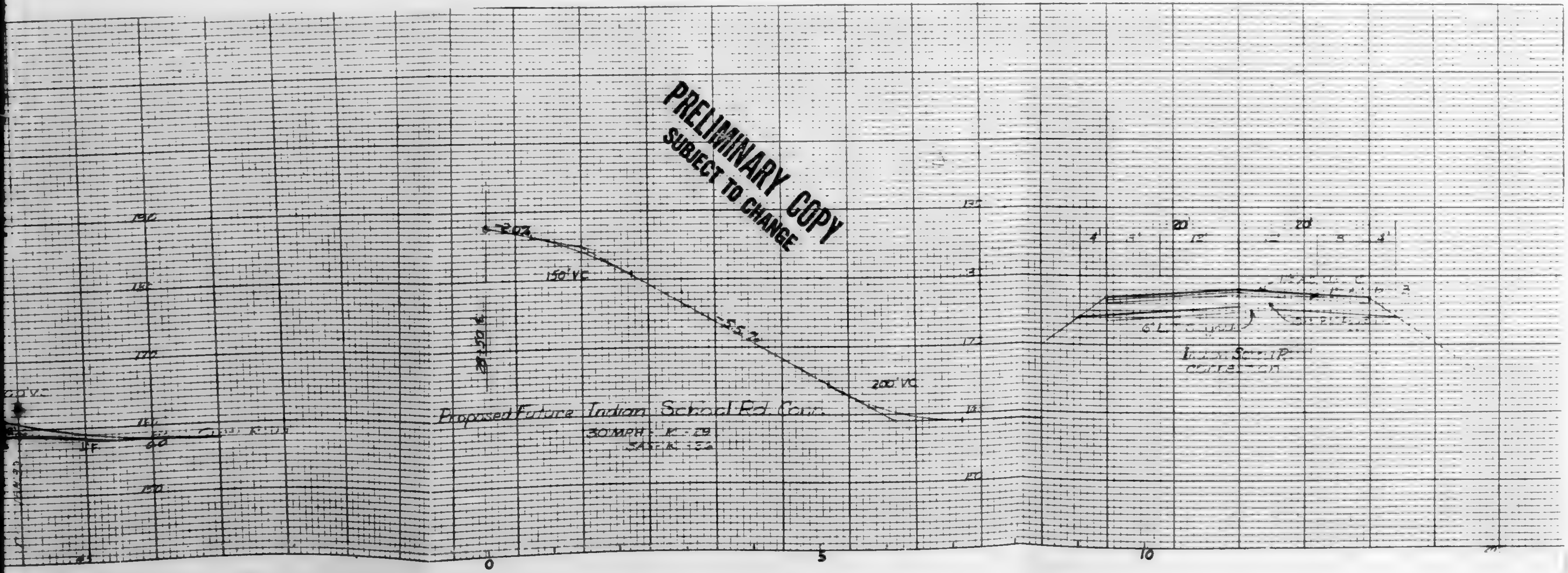
PRELIMINARY COPY
SUBJECT TO CHANGE


T-5 FREEWAY
200
882 VC
700 VC

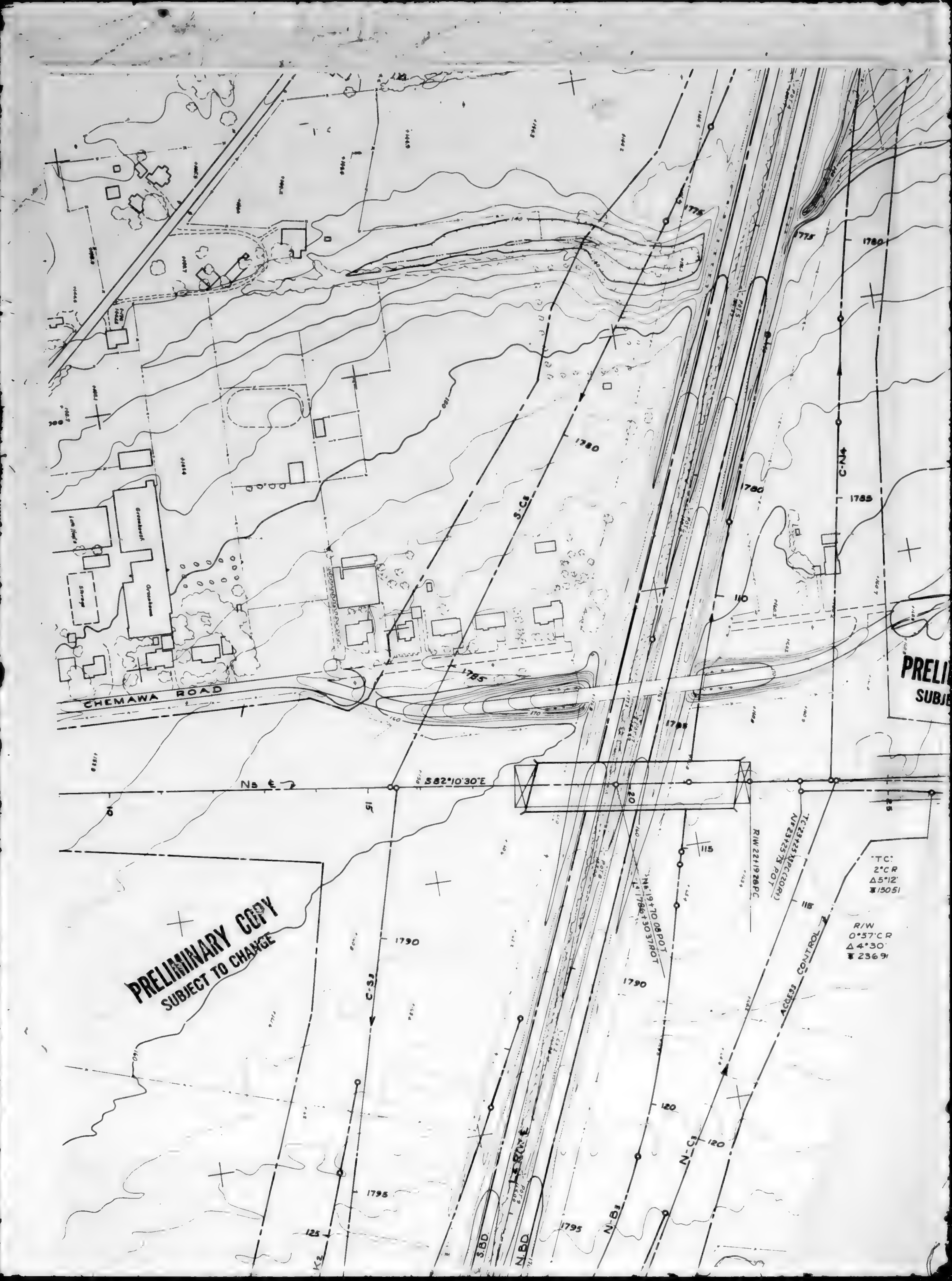
PRELIMINARY COPY
SUBJECT TO CHANGE


-4.2%
400' VC
190
180
170
160
150
40
41
0
5
10
-2.0%
150' VC
-5.5%
200' VC
Proposed Future Indian School Rd
30 MPH - K = 29

PRELIMINARY COPY
SUBJECT TO CHANGE

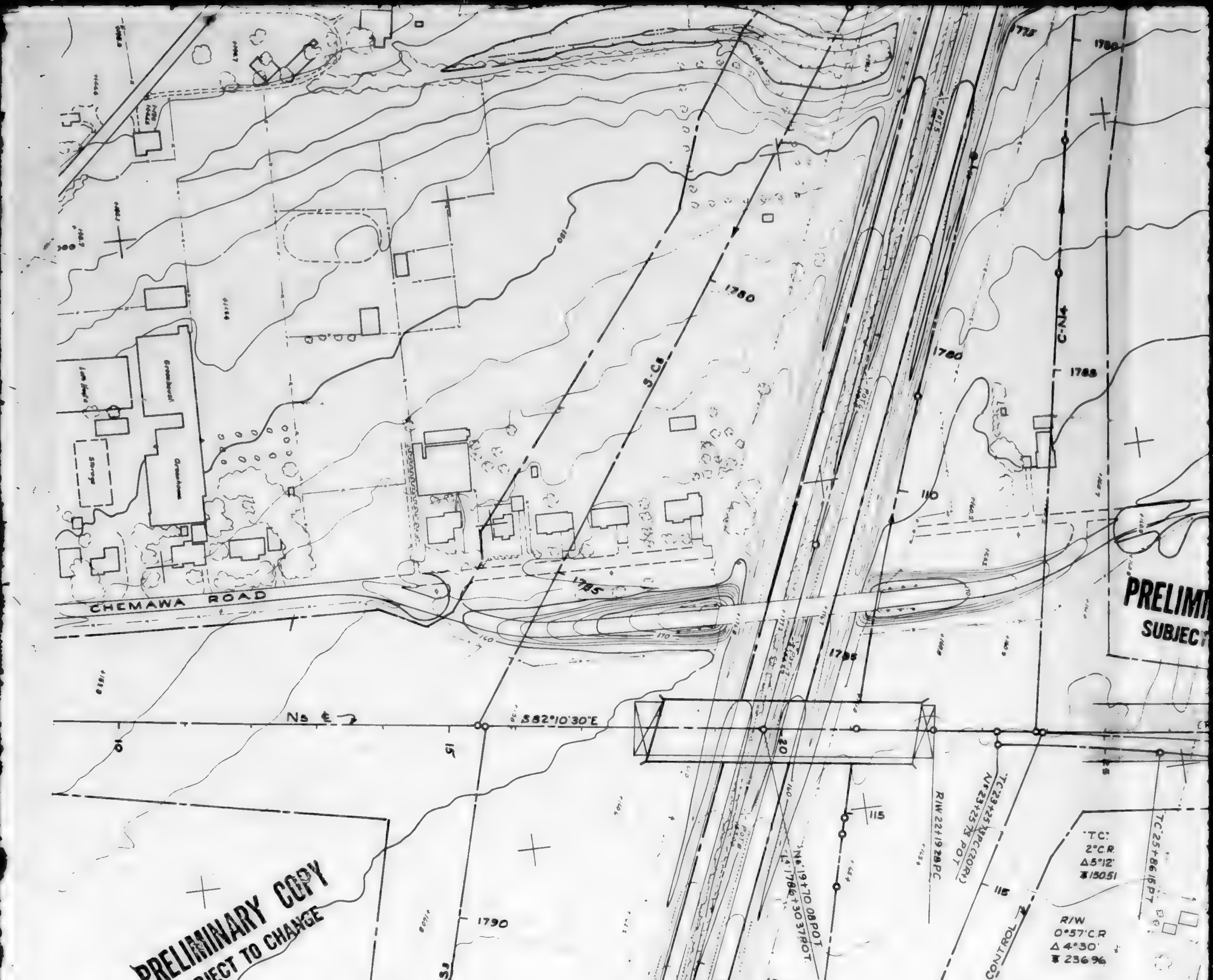

190
180
170
160
150
60
F
202
150' VC
5.5%
200' VC
28+50 ±
Proposed Future Indian School Rd Corr.
30 MPH - K - 29
SAS K - 34
185
175
165
20'
20'
4'
3'
12'
12'
3'
4'
6' L
Indian School Rd.
0
5
10

PRELIMINARY COPY
SUBJECT TO CHANGE


CHEMAWA ROAD
Greenhouse
Greenhouse
S-C8
C-N4
C-S3
N-C3
N-B3
K2
S.BD
N.BD
1775
1775
1780
1780
1780
1785
1785
1785
1790
1790
1795
1795
110
115
118
120
120
125
10
15
20
25
140
160
170
N5 ℄
S82°10'30"E
R/W 22+19.28 PC
N=23+25.73 POT
T.C. 23+25.73 PC (20R)
N5 19+70.08 POT
1786+30.37 POT
"T.C."
2°C R
Δ5°12'
T 150.51
R/W
0°57'C R
Δ4°30'
T 236.91
ACCESS CONTROL

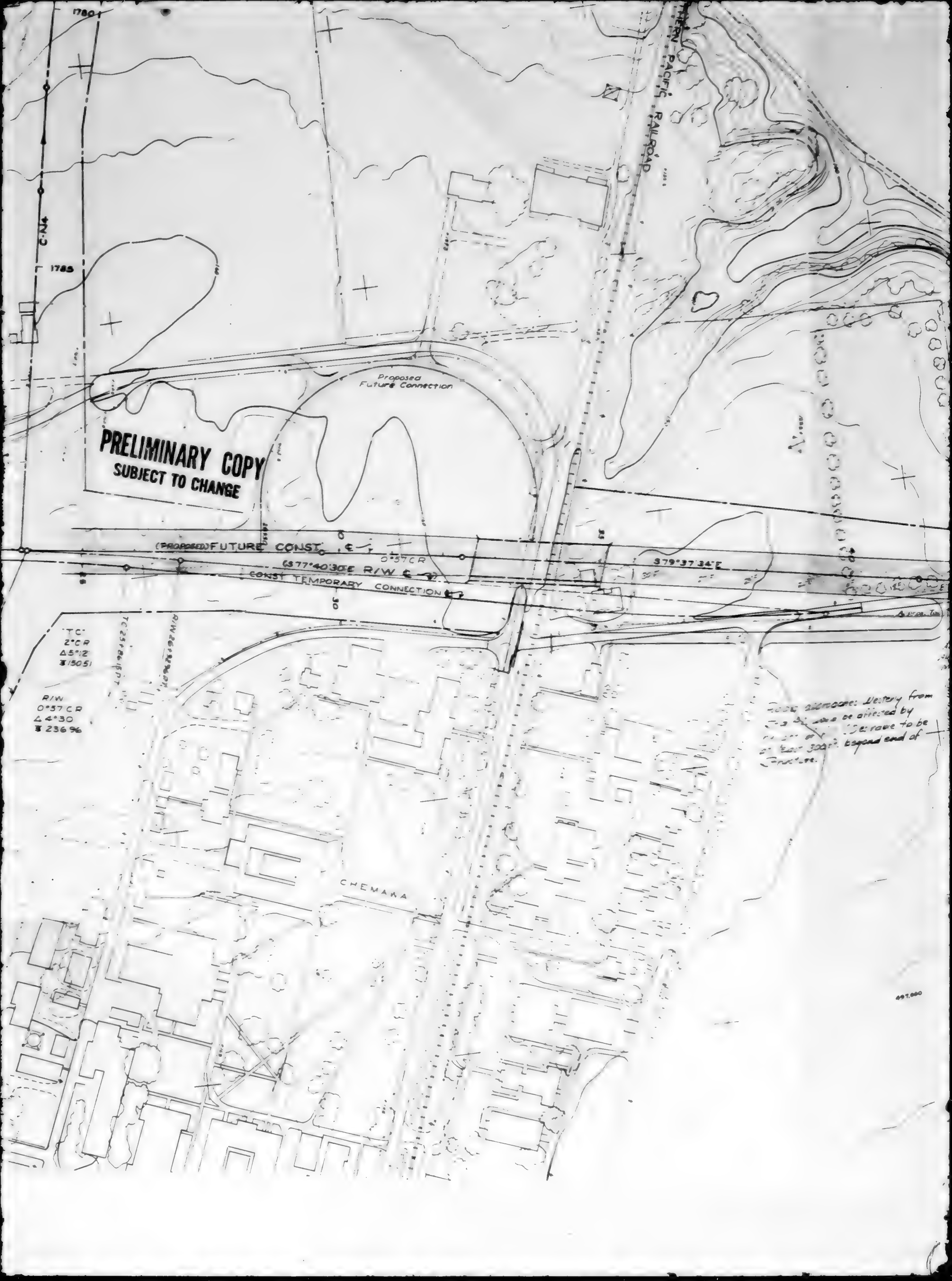
PRELIMINARY COPY
SUBJECT TO CHANGE

PRELI
SUBJE

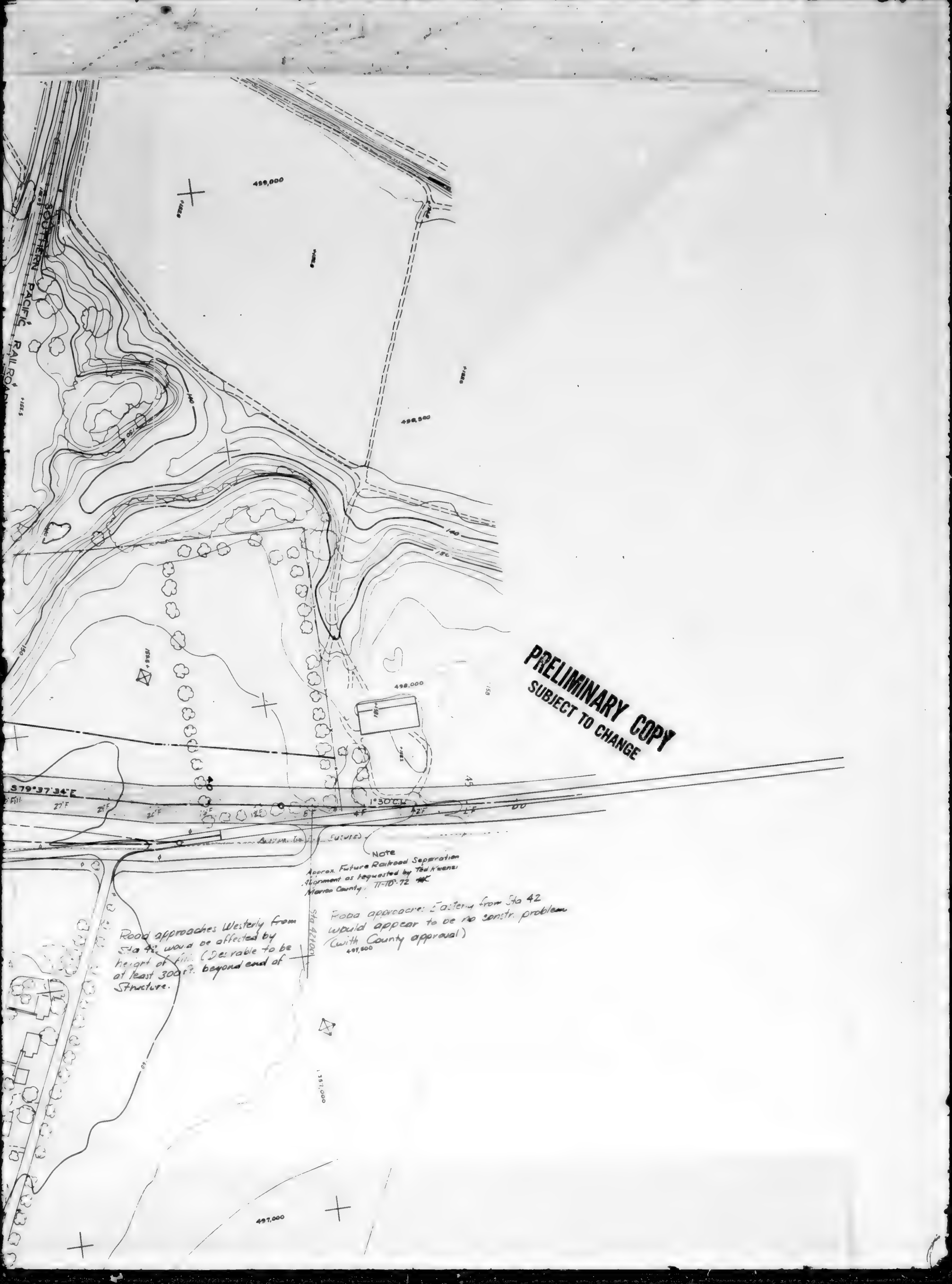

CHEMAWA ROAD
1780
1785
1788
1790
1795
S-C6
C-N4
110
115
120
125
Ns ℄
S82°10'30"E
10
15
20
R/W 221+19.28 PC
N 19+70.08 POT
L 1796+30.37 POT
T.C. 23+25.78 POT
Ns 23+25 PC (20.R1)
"T.C."
2°C.R.
Δ5°12'
150.51
TC 25+86.15 PT
R/W
0°57' C.R
Δ 4°30'
236.96
ACCESS CONTROL
C-S3
C-K2
S-B3
CONST ℄ S.BD
CONST ℄ N.BD
L & R/W ℄
N-B3
N-C3
K-C3
PRELIMINARY COPY
SUBJECT TO CHANGE
PRELIMI
SUBJECT

N
SOUTHERN PACIFIC RAILROAD

PRELIMINARY COPY
SUBJECT TO CHANGE


1780
1785
C-N4
NORTHERN PACIFIC RAILROAD
Proposed
Future Connection
(PROPOSED) FUTURE CONST. ℄
0°57 C R
S77°40'30"E R/W ℄
S79°37'34"E
CONST TEMPORARY CONNECTION
30
"TC"
2°C R
Δ5°12'
15051
TC 25+86.16 PT
R/W 26+
R/W
0°57 C R
Δ4°30
236.96
CHEMAKA
[illegible] Westerly from
[illegible] be affected by
[illegible] to be
[illegible] 300 ft beyond end of
structure.

PRELIMINARY COPY
SUBJECT TO CHANGE

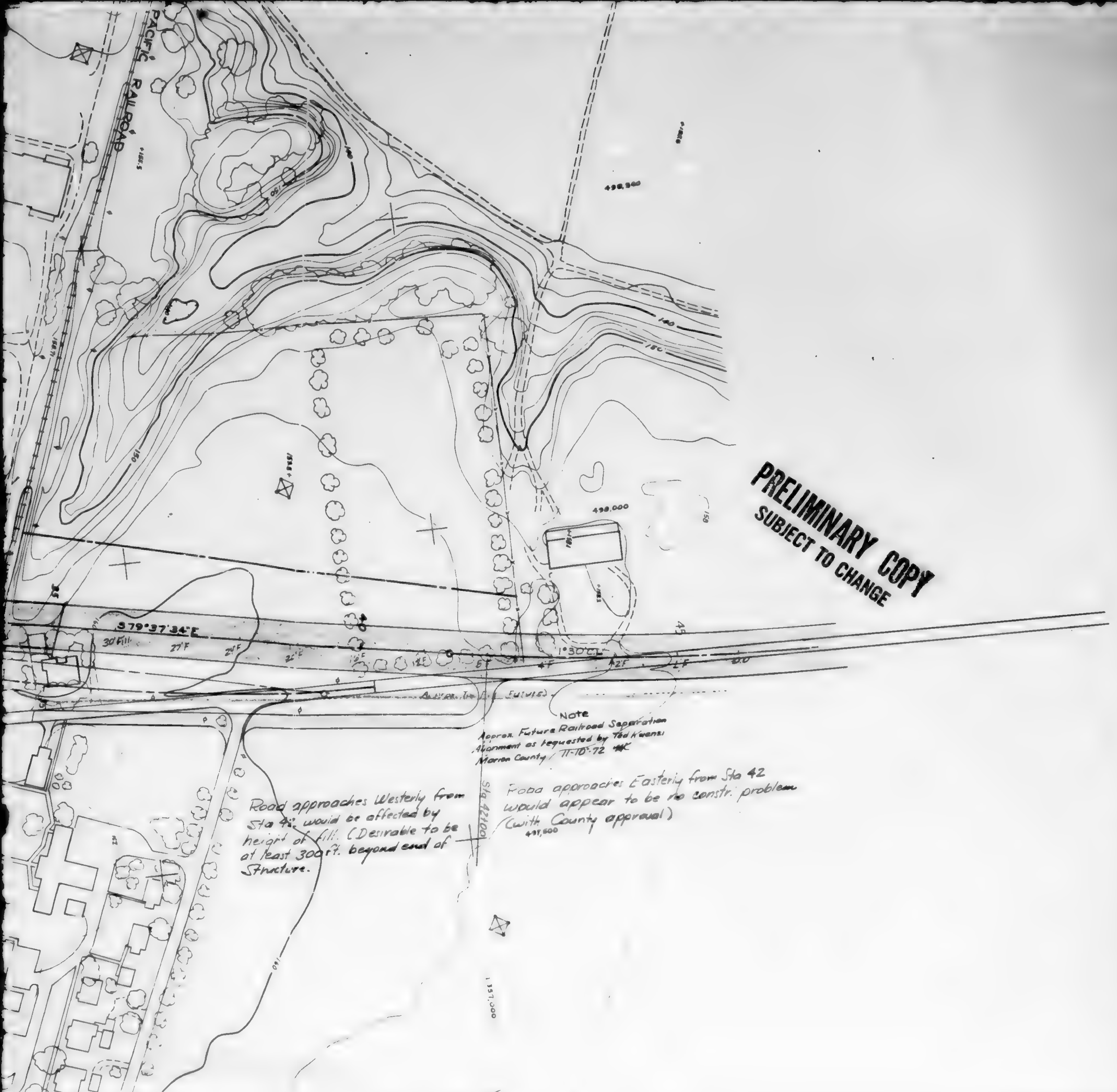

SOUTHERN PACIFIC RAILROAD
499,000
498,500
498,000
497,500
497,000
1,357,000
140
150
S79°37'34"E
Fill
27'F
24'F
20'F
18'F
12'F
8'F
4'F
2'F
1'F
1°30' C.L.
45
00
(Future)
Sta 42+00

PRELIMINARY COPY
SUBJECT TO CHANGE

Note
Approx. Future Railroad Separation
Alignment as requested by Tod Kuenzi
Marin County, 11-10-72 HK

Road approaches Westerly from
Sta 42 would be affected by
height of fill. (Desirable to be
at least 300 ft. beyond end of
Structure.

Road approaches Easterly from Sta 42
would appear to be no constr. problem
(with County approval)


PACIFIC RAILROAD
S 79°37'34" E
30' Fill
27'F
24'F
22'F
16'F
12'F
8'F
4'F
2'F
1'F
0.0
1°30' C.L.
40
45
Approx. Twp. Rd. (Future)
Sta 42+00
498,500
498,000
497,500
497,000
1,357,000
150
160

PRELIMINARY COPY
SUBJECT TO CHANGE

Note
Approx. Future Railroad Separation
Alignment as requested by Ted Kwenzi
Marion County / 11-10-72 HK

Road approaches Westerly from
Sta 42 would be affected by
height of fill. (Desirable to be
at least 300 ft. beyond end of
Structure.

Road approaches Easterly from Sta 42
would appear to be no constr. problem
(with County approval)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: May 17, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project I-305-5(-)260
Salem Spur
Chemawa Road SPRR Separation Structure

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

By May 8, 1973 letter Mr. E. S. Hunter requested approval to construct a grade separation structure to carry Chemawa Road traffic over the main line of the Southern Pacific railroad with Interstate funds. The request is based on section B-9 of G. M. Williams' September 1962 memorandum on "Interstate Highways - Participation Limits at Crossroads and Interchanges".

The information submitted with Mr. Hunter's letter supports eligibility for construction of this separation structure with Interstate funds. Accordingly the request is approved.

You are cautioned that the separation structure is eligible for Interstate funds only if Interstate Route 305 and the Chemawa Road Interchange is constructed.

G. L. Green

[illegible] ENGR

RECEIVED
MAY 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1
2
3

I-305

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 8, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Mr. Glenn Hossner

Dear Sir:

Chemawa Road Interchange
Chemawa Road-Hickory Street
Salem Freeway (I-305)
Marion County

Reference is made to previous correspondence and discussions in regard to a grade separation of Chemawa Road and the Southern Pacific Railroad in conjunction with the proposed Chemawa Road Interchange. This was requested by our letter of October 30, 1972 and denied by your letter of November 1, 1972.

This is to request that you reconsider your earlier decision on the basis of Section B-9 of the Memorandum on "Interstate Highways - Participation Limits at Crossroads and Interchanges" September 1962. This section takes into account the additional problems resulting from the interchange connections to the crossroad.

> "B-9 Crossroad-Rail Road Crossings
>
> FAI funds may participate in the cost of grade crossing protective devices or railroad separation structures at the crossing of a crossroad and an existing railroad even though such a crossing is beyond the limits of FAI participation as determined herein by touchdown or geometric controls but only where all the following conditions exist:

(a) the railroad is located immediately adjacent to the interchange ramp terminals,

(b) such protection or separation is warranted by the design crossroad traffic or railroad traffic or both,

(c) the railroad is mainline or has multiple tracks, and

(d) the Interstate construction results in an appreciable increase in hazard at the railroad crossing.

Where these conditions exist, FAI funds may participate in the cost of the work to include the grade crossing protective devices or a railroad grade separation."

The required conditions in the above paragraph will exist as follows:

(a) The railroad is in close proximity to the ramp terminals of the diamond interchange. It lies about 800 feet easterly of their connection to Chemawa Road at a possible touchdown point using a 3.7 percent grade with a crest vertical on the structure that will provide only 375 feet stopping sight distance at the ramp intersection.

(b) The 1990 projected traffic on Chemawa Road, assuming completion of the interchange, is 9000 ADT, existing traffic is 2400 ADT. We are advised that there are 25 freight trains daily, two passenger trains three days per week and four switching movements per day on the SPRR at this point. Maximum speed for trains was given at 79 MPH.

(c) This is the main line of the Southern Pacific Railroad.

(d) With the construction of the interchange ramps to both I-5 and I-305, the County has indicated that Chemawa Road will be four-laned

> from Pacific Highway East to Windsor Island Road in order to accommodate the anticipated increase in traffic. With an average of 30 closures of the crossing per day and the increased traffic generated by the interchange and improved Chemawa Road, the opportunity for accidents will be appreciably increased, and traffic delays caused by long freight trains will be intolerable.

Your approval to construct a grade separation structure to carry Chemawa Road over the main line of the Southern Pacific Railroad with FAI funds is requested in order to obtain maximum utilization and safety of the interchange complex.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

ADO:jg jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg ✓
C. O. Fredrickson

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout
RECEIVED
MAY 8 1973
ROAD DESIGN SECTION
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

1982 Division St. NE-Trade St. 9569
SE (Salem) Sec. of Front St.
(Traffic Signal Install)

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 6-24	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MARION
PROJECT REPORT NUMBER		Project Number IX-1705(3)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 20 , 19 80 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,504,225	$ 5,368,412
Federal funds	$ 4,675,000	$ 4,563,148.26
Other revisions		

This modification is made for the following reasons: To release excess funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5 TH day of JUN , 19 [illegible]5

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 29, 1986

FEDERAL AID PROJECT NO. IX-1705(3)

DIVISION ST. N.E.-TRADE ST. S.E. (SALEM)
FRONT STREET, SALEM
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE
~~(To Add Third Contract)~~

TYPE CODE 6204
ROADWAY (Sta. 17+50 thru. Eq. 62+61.40 bk. = Sta. 0+84 to Sta. 13+75)
(Contract #9101)

Contract Amount $4,206,262.00

TYPE CODE Y030
ILLUMINATION (CONTRACT #9129)

Contract Amount $ 403,626.00

TYPE CODE Y031
TRAFFIC SIGNALS (CONTRACT #9129)

Contract Amount $ 577,992.00

TYPE CODE Y033
SIGNAL MODIFICATIONS, 2 INTERCHANGES (Contract #9569)

Contract Amount $ 17,717.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway Contract No. 9101	823	$4,206,262.00	$3,575,322.00	$630,940.00
Illumination Contract No. 9129	823	403,626.00	343,082.00	60,544.00
Traffic Signals Contract No. 9569	823	577,992.00	491,293.00	86,699.00
SUBTOTAL		$5,187,880.00	$4,409,697.00	$778,183.00
Traffic Signals	823	17,717.00	15,059.00 *	2,658.00
SUBTOTAL		$5,205,597.00	$4,424,756.00	$780,841.00
Reserve	823	162,815.00	138,392.26	24,422.74
TOTAL		$5,368,412.00	$4,563,148.26	$805,263.74

* Limited Federal Participation to $19,337.00

Group 1: 91%; Group 9: 9%
Contract No. 9101
Prefix: 324-1925
Prefix: C09101

Group 1: 100%
Contract No. 9129
Prefix: 324-1925
Prefix: C09129

Group 1: 100%; /See IX-1705(4)/
Contract No. 9569
Prefix: 324-1075(3) /Special Prefix/
Prefix: C09569

RLC:pf

750 N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER		County MARION
PROJECT REPORT NUMBER		Project Number IX-1705(3)
MODIFICATION NUMBER 2		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-6-86

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 20, 19 80 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,504,225	$ 5,350,695.00
Federal funds	$ 4,675,000	$ 4,548,089.26
Other revisions		

This modification is made for the following reasons: To release excess funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6th day of June, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MAY 29, 1986

FEDERAL AID PROJECT NO. IX-1705(3)

DIVISION ST. N.E.-TRADE ST. S.E. (SALEM)
FRONT STREET, SALEM
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6204
ROADWAY (Sta. 17+50 thru. Eq. 62+61.40 bk. = Sta. 0+84 to Sta. 13+75)
(Contract #9101)

Contract Amount $4,206,262.00

TYPE CODE Y030
ILLUMINATION (CONTRACT #9129)

Contract Amount $ 403,626.00

TYPE CODE Y031
TRAFFIC SIGNALS (CONTRACT #9129)

Contract Amount $ 577,992.00

TYPE CODE Y033
SIGNAL MODIFICATIONS, 2 INTERCHANGES (Contract #9569)

Contract Amount $ 17,717.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway Contract No. 9101	823	$4,206,262.00	$3,575,322.00	$630,940.00
Illumination Contract No. 9129	823	403,626.00	343,082.00	60,544.00
Traffic Signals Contract No. 9569	823	577,992.00	491,293.00	86,699.00
SUBTOTAL		$5,187,880.00	$4,409,697.00	$778,183.00
Traffic Signals	823	17,717.00	15,059.00 *	2,658.00
SUBTOTAL		$5,205,597.00	$4,424,756.00	$780,841.00
Reserve	823	145,098.00	123,333.26	21,764.47
TOTAL		$5,350,695.00	$4,548,089.26	$802,605.74

* Limited Federal Participation to $19,337.00

Group 1: 91%; Group 9: 9%
Contract No. 9101
Prefix: 324-1925
Prefix: C09101

Group 1: 100%
Contract No. 9129
Prefix: 324-1925
Prefix: C09129

Group 1: 100%; /See IX-1705(4)/
Contract No. 9569
Prefix: 324-1075(3) /Special Prefix/
Prefix: C09569

RLC:pf

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-1705(3)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80018

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 6 '86
REFER TO
Potter
FOR
Info | Info | R/D | O/A | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE
February 6, 1980

8. FEDERAL ROUTE NUMBER
FAU 1705

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Division Street N. E.— Trade Street S. E. (Salem)

11. GENERAL DESCRIPTION OF WORK
Overrun of Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2-6-80 as requested in Mr. Fredrickson's letter of 12-24-85 as being cost effective for the use of Burlington Northern Railroad forces to proceed with the above work.

State Force Order No. 2 Revised is approved to a TEC of $510,410.13; Federal Funds $433,848.00.

14. DATE
1/3/86

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE
For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

9E-9

cc: OSHD (Coulter)

rll

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 11/9/84	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. IX-1705(3)
COMPLETION DATE (Actual) 6/21/83	ACCEPTANCE DATE BY CONRTACT AGENCY 9/30/83	TIME ELAPSED 6/21/83 ~~XXX~~	CONTRACT TIME 6/18/83

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

DIVISION STREET NE - TRADE STREET NE
FRONT STREET (SALEM)
Signal Revision

This project provided for revisions to two traffic signals on this section of Front Street.

This project underran by approximately 5 percent. This was due to an apparent over estimation of flagging and temporary signing needs. Three days of liquidated damages were assessed for a contract time overrun.

A final inspection of this project was made August 3, 1983.

NOTED
W.E. [illegible]

RECEIVED
STATE HWY ENGR
NOV 20 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 11/16/84	TITLE Field Operations Engineer	DATE 11/19/84

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

October 4, 1983

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

CON 5
#9569

Gentlemen or Ladies:

Contract No. 9569 awarded to Linnco Electric Co. for traffic signals on the Division Street N.E.-Trade Street S.E. in Salem of FAU 1705 in Marion County was completed on August 5, 1983, and accepted by the State Highway Division on September 30, 1983.

Final payment in the amount of $500 will be released to the contractor after October 10, 1983. The total contract amount is $13,658 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Linnco Electric Co.
PO Box 925
Albany, OR 97321

Employers Insurance of Wausau
9400 SW Beaverton-Hillsdale Hwy.
Portland, OR 97005

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
C. O. Fredrickson

NOTED [illegible]
10-4-83 kjm

CON 5

DATE: August 23, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-1705(3)

Contract 9569, Work Completed June 21, 1983

Project Division St. NE-Trade St. SE (Salem)

Highway FAU 1705 (Front St.)

County Marion

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ______________________

Dale E. Wilken
Division Administrator

RDC:mk

cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson
R. D. Church

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Division St. NE - Trade St. NE (Salem)

WEEK ENDING: July 23, 1983

SECTION PREFIX: 324-1082

HIGHWAY: FAU 1705 (Front St.)

COUNTY: Marion

NAME OF JOB: Division St. NE - Trade St. NE (Salem)

KIND OF WORK: Signal Revision

CONTRACTOR: Linnco Elect.

CONTRACT NUMBER: 9569

FEDERAL AID PROJECT NUMBER: IX - 1705 (3)

DATE OF CONTRACT: December 10, 1982

DATE WORK STARTED: May 2, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: =0= SUPERVISION: =0=

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 18, 1983

PERCENT OF TIME ELAPSED: 100% + 3 days.

PROJECT AUTHORIZATION: $17,717.73

EXCLUSIVE OF ENGINEERING: $16,170.33

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $14,278.00 *

ESTIMATED PERCENT: OVERRUN / UNDERRUN 11.7 %

ENGINEERING AUTHORIZATION: $1,547.40

ENGINEERING COST TO DATE: $1,600.00

PERCENT OF AUTHORIZATION: 103.4

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

DATE PROJECT WAS COMPLETED: June 23, 1983

* includes Liquidated Damages

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Day Count Stopped 6-21-83
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
JUL 2[illegible] 1983
CONSTRUCTION SECTION

CE
CAE
HOE
OCS
SCS
SEO

OM
CA
LS
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Project Completed. Third Notification submitted July 21st. Semifinal completed.

THIS IS THE LAST REPORT.

SIGNED [illegible]

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT [illegible] COPIES

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

RECEIVED
ASST STATE HWY ENGR
JAN 11 '83
REFER TO
FOR

Info	Jaevee	R/D	D/R	Sign	Act	File

December 30, 1982

Alan Hershey, Director
Mid-Willamette Valley Council
of Governments
400 Senator Building
220 High Street N.E.
Salem, OR 97301

Dear Mr. Hershey:

Thank you for providing Marion County with a copy of the Oregon State Highway Division letter of December 22, 1982, in which Mr. Swan advised you that OSHD recognizes the TIP as the official document identifying transportation projects to be undertaken in the Salem Urban Area. While that statement by itself is incontrovertible, it does not address any particular project. It is also true that the TIP is a planning document and that appropriate approvals of every individual project are necessary before that project can be constructed. City, County, and the SATS Coordinating Committee have formally agreed that all use of I-305 transfer funds is subject to joint City, County and Coordinating Committee assignment of appropriate priority to the project involved. Various OSHD personnel involved in SATS activities and the I-305 transfer program are aware of this. The OSHD Project Management Branch (and others) has received copies of the pertinent I-305 Memorandum of Understanding and the four adopted amendments.

The above summarizes major County concerns of a general nature. County is specifically concerned over implications of the November 19, 1982 OSHD letter notifying County that "it will be billed for its share" of a project for which it has seen no construction-finance agreement or plans, and to which it has made no financial commitment. Inasmuch as City, County and SATS formally agreed on October 28, 1981 (in the "Fourth Amendment") that the Front Street project was complete, the TIP identifies this as a project separate from the Front Street bypass, and since County has not identified the "Division Street N.E. - Trade Street S.E. traffic signal revision project" as an

Discussed with Hershey on 1-21-83. He has handled matter. Nothing more for us to do. Berg

NOTED
ROBERT N. BOTHMAN

approved I-305 transfer project, County desires more specific explanation before accepting notice that it will be billed for a share of the project. This matter is also complicated by an OSHD letter of June 25, 1982, which bears a striking unexplained similarity to the November 19, 1982, letter, and to which above comments also apply.

Please make County concerns on this matter known to appropriate OSHD and City of Salem officials.

Sincerely,

Hansen

Robert J. Hansen
Director of Public Works

JJG:cg

cc: Board of Commissioners
Robert N. Bothman ✓
Phil Stearns

Marion Co.

December 22, 1982

Allen Hershey, Director
Mid-Willamette Valley
Council of Governments
400 Senator Building
220 High Street N.E.
Salem, Oregon 97301

Dear Mr. Hershey:

Attached is a letter from Marion County in which they request the opportunity to approve or disapprove projects included in the Interstate Transfer program.

We recognize the TIP as the official document identifying transportation projects to be undertaken in the Salem Urban Area. The Front Street Signal Revision project is described on page 7 and listed in the Annual Element on page 22.

You may wish to respond to the County's concerns.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

DES:pr
Attachment

cc w/Attachment:
Robert N. Bothman
C. O. Fredrickson

cc w/o Attachment:
Phil Stearns

ROBERT J. HANSEN, DIRECTOR
ENGINEERING 588-5036
INSPECTION & SURVEYING
588-5325

DEPARTMENT OF PUBLIC WORKS

300 Senator Building, 220 High St. N.E. Salem, Oregon 97301

December 14, 1982

D. E. Swan, P.E.
Program Control Engineer
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Swan:

Reference is made to your letter of November 19, 1982, notifying the Marion County Director of Public Works of a satisfactory bid for a traffic signal revision project on Front Street in Salem. Match fund percentages indicate this is an I-305 transfer funded project.

Marion County has not found a record of any request for review or approval of a project meeting this description. In the absence of a project description, it is not apparent why an $18,000 construction project would require $10,500 for preliminary engineering.

It is essential to satisfactory completion of the entire I-305 transfer program that projects proceed without undue delay according to mutually agreed County-City priorities. It is therefore requested that, prior to any commitment of I-305 transfer funds to any project, Marion County be furnished data on project scope and justification, and be given the opportunity to approve or disapprove inclusion of the project in the I-305 transfer program.

Sincerely,

Robt J. Hansen

Robert J. Hansen
Director of Public Works

JJG:cg

cc: Board of Commissioners
Phil Stearns
Ron Merry

November 19, 1982

Robert Hansen
Director of Public Works
Marion County
300 Senator Building
220 High Street N.E.
Salem, Oregon 97301

Dear Mr. Hansen:

On November 18, 1982 we received a satisfactory bid from Linnco Electric Co., P.O. Box 925, Albany, Oregon 97321 for the Division St. N.E.-Trade St. S.E. traffic signal revision project on Front Street in Salem.

We anticipate the financial sharing of the project costs will be:

Contractor's Bid	$14,974.00
Anticipated Additional Item:	
Signal Controller Testing	500.00
SUBTOTAL	$15,474.00
Contingencies (4 1/2%)	696.33
Engineering (10%)	1,547.40
Estimated Construction Cost	$17,717.73
Estimated Preliminary Engineering Cost	10,500.00
Estimated Total Project Cost	$28,217.73
Less: Federal Funds (85%)	23,985.07
Local Matching Funds (15%)	$ 4,232.66

County Share: (7.5% of $4,232.66) = $320

The County's share of the estimated project cost is $320.00. However, no advance deposit is necessary at this time. The County will be billed for its share at project finalization.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

KEH:pf

cc: Phil Stearns, Region 2
Vern Skoog, Highway Accounting

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-1705(3)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80018

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
10/27/82

8. FEDERAL ROUTE NUMBER
FAU 1705

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Division Street NE - Trade Street NE (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Signal Controller Testing $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/25/82 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $24,798 Federal funds are limited to $19,337.

A signed copy of the revised Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO
Moehring

14. DATE
10/27/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

FILE June 23, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 24, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 24, 1982 on the following projects:

1. Burns Rock Production
   Central Oregon Highway, Harney County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Willamette Rock Production
   Willamette Highway, Klamath County
   Aggregate Crushing

   Same as No. 1.

3. Division Street NE-Trade Street SE (Salem)
   Front Street, Marion County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

4. Columbia River Highway @ Sauvie Island Road
   Multnomah County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

5. Redland Road-Beaver Creek Road
   Cascade Highway South, Clackamas County
   Grading and Drainage

   Grading only. Later surfacing contract will have eight-foot shoulders for pedestrian and bicycle use.

6. Clatskanie River (Clatskanie) Bridge
Nehalem Street, Columbia County
Structure

Thirty-four foot road with eight-foot sidewalks on structure for pedestrian and bicycle use.

7. S. Umpqua River (Missouri Bottom) Bridge
Pacific Highway, Douglas County
Structure

Structure repair on Interstate Highway. Ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Medford Complex Building and Site Alterations
Jackson County
Building Alteration and Repair

Same as No. 1.

9. Columbia River Bridge (North and South Channels)
East Portland Freeway, Multnomah County, Oregon
and Clark County, Washington
Illumination

Roadway lighting on this project will also illuminate pedestrian-bikeway within the limits of this project.

10. Emigrant Hill-Meacham
Old Oregon Trail, Umatilla County
Paving

Resurfacing project. Ten-foot shoulders available for pedestrian and bicycle use.

Same as No. 7.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1705(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA -- Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80018

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/2/82

8. FEDERAL ROUTE NUMBER FAU 1705

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Division Street NE - Trade Street SE (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Signal Controller Testing $500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/1/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $35,120 Federal Funds $29,852.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 9 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE 6/2/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Date: March 3, 1982

Subject: Signal Revisions
Oregon Project 1705(3)
Division St N. E. - Trade St S. E.
Marion County

Reply to Attn of: HFO.8-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

NOTED
H.S. COULTER

As requested by Mr. Swan's letter of February 16, 1982, I approve the inclusion of the signal revisions under the subject project. Also, I concur that a separate contract should be let to cover this work and that construction engineering will not be charged against the limitations for contract 9129.

G. K. Hossner
for Dale E. Wilken

cc:
OSHD (D. E. Swan, Proj Mgt)
" (L. E. George, Trfc Engr)
" (Dick Hacek, Hwy Acctg)

RECEIVED
STATE HWY ENGR
MAR 4 '82
REFER TO
FOR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 16, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Signal Revisions
Project No. IX-1705(3)
Division St. NE-Trade St. SE (Salem) Section
Marion County

Attached is a copy of a February 3 Interoffice Memo by Mr. L.E. George setting forth recommended changes to the traffic signals on the subject project. It is proposed that the necessary work to perform these revisions be accomplished under the current construction project as a separate contract.

If you are favorable to the proposals I request your concurrence that all costs for preparation of PS&E documents and advertising of a separate contract be charged to the subject project. Furthermore, that the construction engineering for this work will not be charged against the limitations for contract 9129.

JLG:bkc
Attachments

cc: L.E. George
C.O. Fredrickson
Gary Zehner w/att.
General Files

Form 734-3122

1982 White River Bridge Sec. 9570
of FAS Route B407 (Tygh Valley Rd.)
(Structure)

C&A 7501 - 10-15-82
7501 - 12-18-81

Smead
No. 2-152-5L
HASTINGS, MN
ANGELES-CHICAGO-
McGREGOR, TX-LOCUST GROVE
U.S.A.

7770

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: FEBRUARY 5, 1985

COUNTY: WASCO AGREEMENT NO: 7501 PROJECT NO: BRS-B407(1,2)

CONTRACT NO: 9570 SECTION: WHITE RIVER BRIDGE

PRELIMINARY ENGINEERING PREFIX 533-1943

	Participating	Non Participating
Project Manager	$ 3,645.99	$
Citizen's Involvement	177.50	
Final Design	1,523.41	
R/W Liaison	76.80	
Region Utility Liaison	226.86	
Location	1,660.74	
Engineering Graphics	16.80	
Program Section	181.04	
Specification (No Cost to County)	1,016.81	
Administrative Services	56.57	
Environmental Section	156.59	
Structural Foundations	3,384.38	
Free Bridge Design (No Cost to County)	7,557.65	
R/W Utility Engineer	36.95	
Total P.E. Cost	$ 19,718.09	$ -0-
Less Bridge Design Plans & Spec's	(8,574.46)	-0-
Participating County Cost	$ 11,143.63	$ -0-

CONSTRUCTION PREFIX 433-1002

	Participating	Non Participating
SFO # Work Performed by Wasco Co.	$ 59,695.00	$ -0-

CONSTRUCTION PREFIX 533-1033

	Participating	Non Participating
Work Performed by Contractor	$162,919.59	
Interest on Final Payment		37.10
Engineering Expense	18,022.81	245.27
Audit Services	580.02	
Program Section	35.59	
Materials Section	4,373.53	
Technical Services Branch	721.47	
Construction Branch	267.07	
Region Engineer Office Charges	939.34	
General Construction (Accounting)	171.86	
Total Construction Cost	$188,031.28	$ 282.37

SUMMARY

Participating P.E. Cost	$ 11,143.63
Participating Const. County Cost	59,695.00
Participating Const. Cost	188,031.28
Total Participating Cost	$258,869.91

FEDERAL FUNDS

P.E. (80%)	$ 8,914.90	
Const. (80%)	47,756.00	
Const. (80%)	150,425.02	(207,095.92)
Subtotal		$ 51,773.99
Less Match From County Work SFO		(11,939.00)
Plus Non Participating County Cost		282.37
Less County's Advance Deposit #82-92		(40,900.00)
REFUND DUE COUNTY		$ 782.64

MKS:bkb

533-1033
433-1002

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

STATE OREGON	FEDERAL AID PROJECT NO. BRS-P407 (2)
PROGRAM APPROVED	VOUCHER PERIOD From: 10-25-82 To: 10-22-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 59,695.00	$ 59,695.00	80%	$ 47,756.00	$ 47,756.00	$0.00
188,313.65	188,031.28	80%	150,425.02	150,425.02	0.00
$248,008.65	$247,726.28	80%	$198,181.02	$198,181.02	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer*

11-20-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ________

Amount Approved $ ________

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	WHITE RIVER BRIDGE FAS B 407 WASCO COUNTY					
	CONSTRUCTION TYPE CODE X081 STRUCTURE, BRIDGE NO 917A (STA. 78+40 TO STA. 79+48)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$162,919.59	
SFO	#1 CONSTRUCTION BY WASCO COUNTY (ROAD APPROACHES)	ALL REQUIRED			59,695.00	
	TOTAL PARTICIPATING CONSTRUCTION COST				$222,614.59	
	CONSTRUCTION ENGINEERING STATE	ALL REQUIRED			$ 24,531.67	
	MISC PROJECT COST AUDIT EXPENSE	ALL REQUIRED			580.02	
	TOTAL PARTICIPATING PROJECT COST				$247,726.28	
	NON PARTICIPATING PROJECT COST					
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			$ 37.10	
	CONSTRUCTION ENGINEERING	ALL REQUIRED			245.27	
	TOTAL NON PARTICIPATING PROJECT COST				$ 282.37	
	TOTAL PROJECT COST				$248,008.65	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 11-15-84.					
	AMOUNT CARRIED FORWARD					

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                                                                              FISCAL          GRAND TOTAL     ACTIVE YRS
    DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE       TO DATE       BEG    END
                                                TOT      P1                    621.74CR       130,742.95
                                          ** JOB TOTALS **           **        621.74CR**     130,742.95  **

                                                                                                             STATE
 WHITE RIVER BRIDGE        CONT NO 9570 * FA PROJ NOS BRS B407002 100
                                533    1033     201     00 P 1                  248.55        162,919.59      83     84
                                533    1033     204     00 P 1                2,000.00                        83     84
                                533    1033     206     00 N 1                   37.10             37.10      84     84
                                533    1033     296     00 N 9                2,315.36CR      187,325.02CR    83     84
                                533    1033     297     00 N 9                                 36,9[illegible]     83     83
                                533    1033     297     00 N 9                2,315.36        150,425.02      83     84
                                533    1033     298     00 N 9                    9.00         18,022.81      83     84
                                533    1033     900     00 P 1                                    245.27      83     84
                                533    1033     900     00 N 1                  580.02            580.02      84     84
                                533    1033     915     00 P 1                                     35.59      83     83
                                533    1033     920     00 P 1                   17.51          2,760.38      83     84
                                533    1033     940     00 P 1                                    157.62      83     83   4373.53
                                533    1033     941     00 P 1                                  1,455.53      83     83
                                533    1033     942     00 P 1                                    721.47      83     84
                                533    1033     944     00 P 1                                    267.07      83     84
                                533    1033     945     00 P 1                                    939.34      83     83
                                533    1033     946     00 P 1                                    171.86      83     83
                                533    1033     948     00 P 1
                                                TOT      P1                   2,855.08        188,031.28
                                                TOT      N1                      37.10            282.37
                                          ** JOB TOTALS **           **       2,892.18  **    188,313.65  **

                                                                                                             STATE
 MCKAY CR(SHADYBRK RD)BR   CONT NO 9735   FA PROJ NOS BRS A685005 100
                                534    1001     201     00 P 1                1,008.75        163,044.75      84     84
                                534    1001     201     00 N 1                   80.00            714.17      84     84
                                534    1001     204     00 P 1                3,546.93          4,500.00CR    84     84
                                534    1001     296     00 N 9      45.45CR   5,548.08CR      196,463.31CR    84     85
                                534    1001     297     00 N 9                                 38,414.29      84     84
                                534    1001     298     00 N 9      45.45     5,548.08        158,049.02      84     85
                                534    1001     900     00 P 1                1,026.62         33,667.72      83     84
                                534    1001     900     00 N 1                                    467.67      84     84
                                534    1001     920     00 P 1                   15.14             31.60      84     84
                                534    1001     940     00 P 1                  146.47          2,454.97      84     84
                                534    1001     941     00 P 1                                    462.13      84     84
                                534    1001     942     00 P 1                                    682.58      84     84
                                534    1001     944     00 P 1                                    576.39      83     84
                                534    1001     945     00 P 1                  440.52            565.71      83     84
                                534    1001     948     00 P 1                                      8.52      84     84
                                534    1001     950     00 P 1                                    566.91      84     84
                                                TOT      P1                   6,184.43        197,561.28
                                                TOT      N1                      80.00          1,181.84
                                          ** JOB TOTALS **           **       6,264.43  **    198,743.12  **

                                                                                                             STATE
 LOUSIGNONT CREEK BRIDGE   CONT NO 9845   FA PROJ NOS BRS A690002 100
                                534    1004     201     00 P 1    9,380.83   159,533.39       159,533.39      84     85
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                                                                                  FISCAL          GRAND TOTAL      ACTIVE YRS
     DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE    TO DATE          BEG    END

 WHITE RV BR               CONT NO      * FA PROJ NOS BRS 8407002 100                                              STATE
                             433    1002     205      01 P 1                      4,974.72                         84     84
                             433    1002     220      01 P 1                      1,991.17CR      47,756.00        84     84
                             433    1002     598      00 N 9                      2,983.55CR      47,756.00CR      84     84
                                             TOT      P1                          2,983.55        47,756.00
                                             TOT      N9                          2,983.55CR      47,756.00CR
                                          ** JOB TOTALS **               **                 **                **

 PRJECT #2 PMS 000S(-77)   CONT NO      * FA PROJ NOS PMS 000S077 100                                              STATE
                             433    1022     598      00 N 9                                      73,466.13CR      81     82
                             433    1022     903      01 P 1                                      73,466.13        81     82
                                             TOT      P1                                          73,466.13
                                             TOT      N9                                          73,466.13CR
                                          ** JOB TOTALS **               **                 **                **

 OR ELEC RRXING SW 102ND   CONT NO      * FA PROJ NOS SOS 3402001 100                                              STATE
                             434    1004     598      00 N 9                                      44,642.37CR      79     81
                             434    1004     903      00 P 1                                      44,642.37        79     80
                                             TOT      P1                                          44,642.37
                                             TOT      N9                                          44,642.37CR
                                          ** JOB TOTALS **               **                 **                **

 BK USE PROMO&ENCOURAGE    CONT NO        FA PROJ NOS BGP 0041012 100                                              STATE
                             434    1006     598      00 N 9                                       8,629.38CR      81     81
                             434    106      903      00 P 1                                       8,629.38        81     81
                                             TOT      P1                                           8,629.38
                                             TOT      N9                                           8,629.38CR
                                          ** JOB TOTALS **               **                 **                **

 UPRR XING VANDECAN RD SEC CONT NO        FA PROJ NOS RRP 8511001 100                                              STATE
                             501    1012     205      01 P 1                      5,749.21         7,192.90CR      83     84
                             501    1012     205      03 P 1                        435.37CR         435.37CR      84     84
                             501    1012     270      01 P 1                      3,907.95       143,858.05        83     84
                             501    1012     270      03 P 1                      2,2[illegible]          9,028.37        84     84
                             501    1012     294      03 N 1                      2[illegible]CR               321.00CR      84     84
                             501    1012     296      00 N 9      101.34CR       10,41[illegible]CR      131,510.18CR      83     85
                             501    1012     298      00 N 9      101.34         10,413.57       131,510.18        83     85
                             501    1012     900      00 P 1         .25               .25           584.16        83     85
                             501    1012     915      00 P 1      321.13            425.11           448.17        83     85
                             501    1012     920      00 P 1                                            40.23        83     83
                             501    1012     948      00 P 1                          16.46           113.09        83     84
                                             TOT      P1          321.38         11,865.01       146,443.80
                                             TOT      N1                            220.15CR         321.00CR
                                          ** JOB TOTALS **        321.38  **     11,644.86  **   146,122.80  **
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B02 118 BILLING NUMBER 26

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

01/03/85

PREFIX	GRP FL	FED AID PROJ	AGREEMENI AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
507-1936	1	BRS -8373-002	12,341.00			80.00				
507-1941	1	BRS -8381-002				80.00				
533-1943	1#	BRS -8407-001	15,774.47	19,718.09	19,718.09	80.00	15,774.47	15,774.47		
>433-1002	1#	BRS -8407-002	47,756.00	47,756.00	47,756.00	100.00	47,756.00	47,756.00		
533-1033	1#	BRS -8407-002	150,425.02	188,313.65	188,031.28	80.00	150,425.02	150,425.02		
		PROJ TOTALS	198,181.02	236,069.65	235,787.28		198,181.02	198,181.02		
525-1980	1	BRS -8453-001	25,200.00			80.00				
523-1904	1	BRS -8484-001	23,600.00	16,449.80	16,368.92	80.00	13,095.14	13,095.14		
523-1912	1	BRS -8498-002	27,680.00			80.00				
530-1998	1	BRS -8583-001	27,680.00			80.00				
530-1990	1	BRS -8596-001	25,920.00	11,211.37	11,211.37	80.00	8,969.10	8,969.10		
531-1963	1#	BRS -8619-003	13,453.94	16,910.93	16,817.43	80.00	13,453.94	13,453.94		
532-1902	1#	BRS -8636-001	17,780.73	22,227.84	22,225.91	80.00	17,780.73	17,780.73		
509-1931	1	BRS -8683-001	14,800.00	17,431.64	17,431.64	80.00	13,945.31	13,945.31		
509-1039	1	BRS -8683-002	136,784.00	619.89	619.89	80.00	495.91	495.91		
117-1946	1	BRS -0102-002	34,240.00			80.00				
106-1987	1	BRS -0109-001	176,400.00	4,814.13	4,814.13	80.00	3,851.30	3,851.30		
120-1902	1#	BRS -0114-002	27,036.37	33,948.39	33,795.46	80.00	27,036.37	27,036.37		
120-1918	1	BRS -0114-006	20,800.00	51,620.36	51,620.36	80.00	41,296.29	20,800.00	20,496.29 B	
120-1952	1	BRS -0114-007	25,600.00			80.00				
121-1010	1#	BRS -0120-002	551,171.82	694,208.12	688,971.18	80.00	551,176.94	551,171.82	5.12 B	
121-1919	1	BRS -0121-001	107,378.00	100,567.08	100,567.08	80.00	80,453.66	80,453.66		
136-1991	1	BRS -0125-002	37,800.00	13.75	13.75	80.00	11.00	11.00		
104-1029	1#	BRS -0133-005	1674,311.14	2097,969.44	2092,888.93	80.00	1674,311.14	1674,311.14		
104-1029	8#	BRS -0133-005				80.00				
		PROJ TOTALS	1674,311.14	2097,969.44	2092,888.93		1674,311.14	1674,311.14		
125-1978	1	BRS -0149-001	22,160.00	11,034.40	11,034.40	80.00	8,827.52	8,827.52		

STATE COPY

rll

cc: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 10/18/84	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. BRS-B407(2)
COMPLETION DATE (Actual) 5/6/83	ACCEPTANCE DATE BY CONRTACT AGENCY 5/25/84	TIME ELAPSED 80.6 %	CONTRACT TIME 175 calendar days

LOCATION

White River Bridge on FASC-B407 in the community of Tygh Valley, OR

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WHITE RIVER BRIDGE SECTION
FASC-B407 - TYGH VALLEY ROAD
Brdige Replacement

This project provides for the replacement of a narrow steel truss with a prestressed concrete structure.

The final amount of the original contract items was $161,488.28, or a 1.6 percent underrun of the original contract amount of $164,056. The final cost of the project including all changes and engineering was $250,103.55.

A final inspection of the completed work was made on June 7, 1983.

All participating work has been completed.

RECEIVED
HWY ENGR
OCT 23 '84
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
10/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE /22/84	TITLE Field Operations Engineer	DATE 10/22/84

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9570

June 6, 1984

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9570

Gentlemen or Ladies:

On May 30, 1984, we wrote to you concerning release of final payment on Contract No. 9570 awarded to A. K. Lundmark & Son, Inc. for the White River Bridge Section of FAS B407 in Wasco County.

Final payment on this contract is $2,248.55 and the total contract amount is $162,919.59. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: A. K. Lundmark & Son, Inc.
30908 South Wall Street
Colton, OR 97017

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9570

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-123	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	6-8-84	County Wasco
MODIFICATION NUMBER		Project Number BRS-B407(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 230,779	$ 254,280
Federal funds	$ 184,623	$ 203,424
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of May , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 10, 1984

FEDERAL AID PROJECT NO. BRS-B407(2)

WHITE RIVER BRIDGE
FAS B407
WASCO COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BR. NO. 917A (Sta. 78+40 to Sta. 79+48)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cost Appr. by Wasco Co. (S.F.O. #1)	$ ----	---	$38,674.00		$ 62,183.96
				Subtotal	$ 62,183.96

Increase	$ 23,509.96
Subtotal of Previous Estimate	203,330.00
Subtotal	$ 226,839.96
Engineering	27,440.04
Total	$ 254,280.00

LENGTH OF PROJECT	0.021 mi.
FEDERAL FUNDS	$ 203,424.00
COUNTY FUNDS	50,856.00
TOTAL	$ 254,280.00

GROUP 1 100%
CONTRACT NO. 9570
PREFIX: 533-1943
533-1033-433-1002

RHZ:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-137	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Wasco Project No. BRS-B407(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

White River Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-25-82	0.021
OTHER *(Specify)*		

FUNDS	PRO RATA 80.0%
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 230,779.00	$ 184,623.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting
Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form **PR-2** (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 7, 1982

Federal-Aid Project
No. BRS-B407(2)

White River Bridge
FAS B407
Wasco County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure, Bridge No. 917A (Sta. 78+40 to Sta. 79+48)

Mobilization		All Required	$ 5,000.00
Bridge Removal Work		All Required	12,000.00
Shoring, Cribbing, Etc.		All Required	2,000.00
Structure Excavation	450 Cu. Yd.	12.00	5,400.00
Furnish Pile Driving Equipment		All Required	1,500.00
Furnish HP 12x53 Steel Piling	546 Lin. Ft.	15.00	8,190.00
Drive Steel Piles	546 Lin. Ft.	1.00	546.00
Structural Concrete, Class 3300 (105 CY)		All Required	16,000.00
105'/110' Bult Tee Prestressed Beams	5 Each	16,000.00	80,000.00
Reinforcement (14,500 lbs.)		All Required	7,000.00
Reinforced Concrete Bridge End Panels	165 Sq. Yd.	52.00	8,580.00
Structural Steel (2,000 lbs.)		All Required	3,000.00
Three Tube Steel Railing	210 Lin. Ft.	40.00	8,400.00
Class "B" Asphalt Concrete	115 Ton	56.00	6,440.00
			$ 164,056.00

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
Roadside Seeding & Mulching	All Required	500.00
Work by Wasco Co. (Road Approaches)	All Required	38,674.00
		$ 39,274.00
	SUBTOTAL	$ 203,330.00
	Engineering	27,449.00
	TOTAL	$ 230,779.00

Length of Structure ---------------- 0.021 mi.

Federal Funds ----------------------$184,623.00
County Funds ----------------------- 46,156.00
TOTAL COST $230,779.00

Group 1 100%
Contract No. 9570
Prefix: 553-1943 P.E.
Prefix: 533-1033 Const.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

cc 7a.

DATE: May 4, 1984

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
White River Bridge Section
FAS B407 Highway, Wasco County
Contract No. 9570

This federal-aid structure replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $15,100 or 6.5 percent.

The overrun is the result of increased expenditure by Wasco County in construction of approaches to the new structure. In order to achieve safety approach conditions, the easterly taper connection to the existing roadway was extended to provide greater width, improved vertical alignment and the necessary guard rail flares. The improvements added more than $23,500 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $15,100 to a new total of $245,879.55. This matter will be on the consent calendar for the May 15 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
Dale Allen
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 4, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
White River Bridge Section
FAS B407 Highway, Wasco County
Contract No. 9570

This federal-aid structure replacement project has been completed and it is now apparent that the final cost will exceed the project authorization by $15,100.00 or 6.5 percent.

The overrun is the result of increased expenditure by Wasco County in construction of approaches to the new structure. In order to achieve safer approach conditions, the easterly taper connection to the existing roadway was extended to provide greater width, improved vertical alignment and the necessary guard rail flares. These improvements added more than $23,500 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $15,100. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Dale Allen
Reid Meritt
B. M. Walton
W. F. Cobine

RECEIVED
STATE HWY ENGR
MAY 4 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Contains Recycled Materials

OREGON STATE HIGHWAY DIVISION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: White River Bridge
WEEK ENDING: June 10, 1983
SECTION PREFIX: 533-1033
HIGHWAY: FAS B407 (Tygh Valley Road)
COUNTY: Wasco
NAME OF JOB: White River Bridge
KIND OF WORK: Structure
CONTRACTOR: A. K. Lundmark and Sons
CONTRACT NUMBER: 9570
FED. AID PRO. NO.: BRS-B407(2)
DATE OF CONTRACT: December 6, 1982
DATE WORK STARTED: December 7, 1982
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 175 CD
CALENDAR DAYS USED: 141
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 81
PROJECT AUTHORIZATION: $230,779.55
EXCLUSIVE OF ENGINEERING: $212,479.85
ENGINEERING AUTHORIZATION: $18,299.70
% OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EST. COST OF COMPLETED PROJ. EXCLUSIVE OF ENGR.: $224,855.00
ENGINEERING COST TO DATE: $19.330.27
% OF CONTRACT COMPLETED BASED ON TOTAL AUTHOR.: 106.5
ESTIMATED PERCENTAGE: OVERRUN: 6 %
PERCENT OF AUTHORIZATION: 106 %
DATE PROJECT WAS COMPLETED: May 6, 1983

ESTIMATED PERCENT COMPLETE (ROADWAY)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
N/A	N/A	N/A	N/A	100	N/A		

	GRADING	SURFACING	STRUCTURE EXCAVATION	CONCRETE CLASS 3300	PAVING
MILES IN PROJECT:					
MILES PARTIALLY COMPLETED:					
MILES COMPLETED:					
TOTAL ESTIMATED QUANTITIES (CONTRACT):			450 CY	105 CY	115 Ton
TOTAL QUANTITIES CORRECTED TO DATE:			157 CY	111 CY	135 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE:			157 CY	111 CY	135 Ton
AVERAGE DAILY QUANTITIES:					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME:					
NUMBER OF SHIFTS PER DAY:					
HOURS PER SHIFT:					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.: 917 A	BRIDGE REMOVAL	PILING	BENTS	WINGWL'S	DECK					
PERCENT:	100	100	100	100	100					

DAY & DATE		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Sunny - Warm	0		
MONDAY	6	Sunny - Warm	0		
TUESDAY	7	Sunny - Warm	0		
WEDNESDAY	8	Sunny - Warm	0		
THURSDAY	9	Sunny - Warm	0		
FRIDAY	3	Sunny - Warm	0		
SATURDAY	4	Sunny - Warm	0		

K

RECEIVED

Da

3

CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	5	No work.
MONDAY	6	No work.
TUESDAY	7	No work.
WEDNESDAY	8	No work.
THURSDAY	9	No work.
FRIDAY	3	No work.
SATURDAY	4	No work.

REMARKS

This week: This office submitted the semi-final estimate and supporting data through Region 4 on Thursday the 9th.

Next week: Some minor clean-up work remains. The "3rd Notification" will be submitted as soon as this is completed.

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*************************************
*   F     I     N     A     L       *
*                                   *
*  R    E    P    O    R    T       *
*************************************
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SIGNED ______________ LOCATION The Dolles
for W. Reid Meritt, Project Manager

CONSTRUCTION, 3; W/BRIDGES, 4; REGION; FILE

9570

File

CE
CAE
FOE
QCS
SCS
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RECEIVED
MAR 9 1983
CONSTRUCTION SECTION

OM
CA
TC
FE
CP

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD
PHONE (415) 592-7900
SAN CARLOS, CALIFORNIA 94070
TELEX 34-8459
A MEMBER OF THE JEFFERSON CORPORATION FAMILY

PRELIMINARY NOTICE A/E Job #38182

THIS IS ONLY A PRELIMINARY NOTICE, FILED AS REQUIRED BY LAW. THIS IS NOT A REFLECTION ON THE INTEGRITY OF ANY CONTRACTOR OR SUBCONTRACTOR.

Contract 9570

YOU ARE HEREBY NOTIFIED:

That Adhesive Engineering Company of 1411 Industrial Road, San Carlos, California 94070, through its branch office of Adhesive Engineering Company, 1100 S.W. 16th Street, Renton, Washington 98055, has furnished labor and materials to Morse Brothers Prestress, P.O. Box 181, Harrisburg, Oregon 97446.

Labor and materials were furnished at the job-site at White River Bridge, Oregon and consisted of Epoxy pressure grout 15' of crack.

Morse Brothers Prestress ordered said labor and materials on their Purchase Order #12259-H. Work was begun on February 28, 1983 and was completed on February 28, 1983.

RECEIVED
MAR 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Amount claimed as due us is $ 750.00.

DISTRIBUTION OF NOTICE:

Prime Contractor:
Morse Brothers Prestress
P.O. Box 181
Harrisburg, Oregon 97446

Owner:
State of Oregon, Highway Division
Department of Transportation
323 Transportation Building
Salem, Oregon 97310

Name & Address of Bonding Company/Lender: ______

ADHESIVE ENGINEERING COMPANY

By: Barbara

Title: 3/3/83 Secretary

Date: ______

cc: ✓ Construction Region IV
Reid Meritt

RECEIVED
MAR -7 1983
BRIDGE SECTION

1570

November 18, 1982

C. Dennis Kramer, Roadmaster
Wasco County
5th & Washington Street
The Dalles, Oregon 97058

Dear Mr. Kramer:

On November 18, 1982 we received a satisfactory bid from A. K. Lundmark & Son, Inc., 30908 S. Wall St., Colton, Oregon 97017 for the White River Bridge Section of Tygh Valley Road in Wasco County.

As described in our P.E. and Contruction-Finance Agreement No. 7501, we anticipate the financial sharing of the project costs will be:

Contractor's Bid		$164,056.00
Anticipated Additional Items:		
Temporary Erosion Control	$100.00	
Roadside Seeding & Mulching	500.00	
Constr. by Co. ($38,674) not included in basis for Adv. Dep.	0.00	600.00
SUBTOTAL		$164,656.00
Contingencies (4 1/2%)		7,409.52
Engineering (9%)		14,819.04
Basis for Co. Share of Construction		$186,884.56
Estimated P.E. Costs	$25,000.00	
Less: Free Br. Design to Co.	7,500.00	
Basis for Co. Share of P.E.		[illegible],500.00
Total Basis for Co. Share		$20[illegible],384.56
COUNTY SHARE & ADVANCE DEPOSIT:		
(20% of $204,384.56)	=	$ 40,900.00

We will award the contract when we receive your advance deposit in the amount of $40,900, which should arrive not later than December 10, 1982. You may use one of the options for payment described in the attachment.

Very truly yours,

check
rec'd
12-6-82
KEHornsby

D. E. Swan, P.E.
Program Control Engineer

KEH:pt
Attachment
bcc w/AD # 82-92: John Hagedorn, Region
Vern Skoog - Please return completed AD # 82-92 when advance deposit is received.

④ 9576

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 533

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-B407(1) Prefix 533-1943

Project Name White River Bridge #65C64
Tygh Valley Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

RIGHT OF WAY ADMINISTRATION
RECEIVED
NOV - 9 1982

M	AM	ADM	HBR	CA	
PMS	AS	CE	CS	TA	RUC
0	1	2	3	4	F

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon, this 3 day of Nov, 1982

County of Wasco

Rik Cantrell
County Judge/Chairman

Virgil Elliott
Commissioner

John Conroy
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 11/8/82

Instructions: Complete A or B and C.
R/W File No.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-25-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B407(2) B

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10156

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 1 '82
REFER TO
Moehring
FOR

Orig to
11/2

7. DATE AUTHORIZATION EFFECTIVE 10/25/82

8. FEDERAL ROUTE NUMBER Secondary B407

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
White River Bridge Section

11. GENERAL DESCRIPTION OF WORK
One structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS by county forces in accordance with the Plans and Specifications
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 10/14/82 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $312,300 Federal Funds $249,840 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 10/20/82 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 10/25/82

15. SIGNATURE OF APPROVING OFFICIAL
G R Hesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7570 533-1943

MEMORANDUM 10-25-82

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BRS-8407(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 5/22/81 To: 10/25/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$19,718.09	$19,718.09	80%	$15,774.47	$15,774.47	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		Controller 1/12/83

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	White River (Tygh Valley Road) Bridge Section **County Road in Wasco County**					
	Preliminary Engineering **Type Code P.E.**					
	State	All Required			$19,718.09	
	Total Participating PReliminary Engineering				$19,718.09	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/13/83.					
	AMOUNT CARRIED FORWARD					

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
527-1968	1	RRS -A557-002 APPR-138	1,300.00	488.05	488.05	90.00	439.25	439.25		
527-1969	1	RS -A515-001 APPR-075	17,188.00	19,199.59	19,199.59	88.15	16,924.44	16,924 44		
527-1979	1#	RS -A559-001 APPR-075	8,183.75	9,300.50	9,280.73	88.18	8,183.75	8,183.75		
527-1988	1	RS -A549-001 APPR-075	17,630.00	7,613.34	7,613.34	88.15	6,711.16	6,200.53		510 63
528-1961	1	RS -B443-001 APPR-075	15,342.00	16,735.75	16,735.75	88.15	14,752.56	14,752.56		
528-1963	1	RS -B440-001 APPR-075	3,348.00	856.01	856.01	88.15	754.57	600.83		153.69
530-1932	1#	RS -B570-001 APPR-075	16.274.70	19,010.29	18,968.18	85 80	16,274.70	16,274.70		
530-1938	1#	ROS -000S-014 APPR-144	5,587.57	6,224.76	6,208.41	90.00	5,587.57	5,587.57		
530-1957	1	HES -000S-001 APPR-141	1,000.00	148.59	148.59	90.00	133.73	133.73		
530-1960	1	RS -B571-002 APPR-075	31,514.00	39,801.22	39,710.84	88.15	35,005.11	31,514.00	3,491 11 B	
530-1978	1	RRS -B573-001 APPR-138	1,800.00	66.68	66.68	90.00	60.01	15.60		44 41
531-1918	1#	SRS -000S-026 APPR-148		3,308.86		90.00				
531-1934	1	PRS -B618-002 APPR-138	450.00	3,375.65	3,375.65	90.00	3,038.09	450.00	2,588.09 B	
532-1902	1	BRS -B636-001 APPR-118	15,480.00	13,749.49	13,747.56	80.00	10,998.05	10,562.27		435 78
532-1990	1#	RS -3642-001 APPR-075	19,162.97	22,376.39	22,334.46	85.80	19,162.97	19,162.97		
533-1943	1#	BRS -B407-001 APPR-118	15,774.47	19,718.09	19,718.09	80.00	15,774.47	15,774.47		
534-1901	1	HES -9022-005 APPR-141	8,460.00	8,794.15	8,794.15	90.00	7,914.74	7,914.74		
534-1902	1#	RRS -A678-001 APPR-138		200.10		90.00				
534-1904	1	HES -A663-001 APPR-141	11,430.00	12,139.24	12,139.24	90.00	10,925.32	10,925.32		
534-1932	1#	RS -A678-001 APPR-075	23,550.92	27,456.93	27,448.63	85.80	23,550.92	23,550.92		
534-1948	1	BRS -A690-001 APPR-118	17,920.00	3,312.71	3,312.71	80.00	2,650.17	2,591.61		58.56
534-1949	1	BRS -A685-004 APPR-118	30,760.00	31,466.17	31,466.17	80.00	25,172.94	25,172.94		
534-1950	1	BRS -A677-001 APPR-118	29,600.00	37,388.50	37,022.66	80.00	29,618.13	29,328.34	18 13 8	271 66
534-1970	1#	RS -A686-001 APPR-075	55,585.81	65,612.66	64,807.99	85.77	55,585.81	55,585.81		
	2#	RS -A685-001 APPR-075	38,943.53	45,991.27	45,404.61	85.77	38,943.53	38,943.53		
534-1970		PREFIX TOTALS	94,529.34	111,603.93	110,212.60		94,529.34	94,529.34		

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                  FISCAL             GRAND TOTAL
                                    PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE           TO DATE
     DESCRIPTION                                                                                    2,651.19
                                   532   1990     918     00 P 1                                        2.40
                                   532   1990     923     00 P 1                                      184.61
                                   532   1990     926     00 P 1                      36.50CR        22,334.46
                                                  TOT     P1                          36.50              41.93
                                                  TOT     N1                    **            **     22,376.39  **
                                               ** JOB TOTALS **
                                                                                                                  STATE
WHITE RIVER BR #65C64           CONT NO     * FA PROJ NOS BRS B407001 100            6,301.85CR     15,774.47CR
                                   533   1943     296     00 N 9                     6,301.85       15,774.47
                                   533   1943     298     00 N 9                                     3,645.99
                                   533   1943     901     00 P 1                       177.50          177.50
                                   533   1943     902     00 P 1        4.50CR         121.36        1,523.41
                                   533   1943     905     00 P 1                       173.27          173.27
                                   533   1943     906     00 P 1                                        49.33
                                   533   1943     913     00 P 1                                        27.47
                                   533   1943     913     80 P 1                                       226.86
                                   533   1943     914     00 P 1                                     1,660.74
                                   533   1943     918     00 P 1                                        16.80
                                   533   1943     919     00 P 1                                       181.04
                                   533   1943     920     00 P 1                     1,016.81        1,016.81
                                   533   1943     921     00 P 1                        31.37           56.57
                                   533   1943     922     00 P 1                       124.85          156.59
                                   533   1943     923     00 P 1                                     3,384.38
                                   533   1943     926     00 P 1                     5,278.82        7,384.38
                                   533   1943     927     00 P 1                        16.70           36.95
                                   533   1943     932     00 P 1        4.50CR       6,940.68       19,718.09
                                                  TOT     P1            4.50CR**     6,940.68  **   19,718.09  **
                                               ** JOB TOTALS **
                                                                                                                  STAT
SIG.SALTZMAN&BARNES RD          CONT NO     * FA PROJ NOS HES 9022005 100                            8,794.15CR
                                   534   1901     296     00 N 9                                       879.41
                                   534   1901     297     00 N 9                                     7,914.74
                                   534   1901     298     00 N 9                                     2,449.00
                                   534   1901     901     00 P 1                                     1.283.51
                                   534   1901     905     00 P 1                                     3,625.29
                                   534   1901     911     00 P 1                                       304.25
                                   534   1901     914     00 P 1                                          .90
                                   534   1901     918     00 P 1                                       123.93
                                   534   1901     920     00 P 1                                       997.15
                                   534   1901     921     00 P 1                                        10.12
                                   534   1901     922     00 P 1                                     8,794.15
                                                  TOT     P1                    **            **     8,794.15  **
                                               ** JOB TOTALS **
                                                                                                                  STATE
DERR&10TH ST (CORNELIUS)        CONT NO     * FA PROJ NOS RRS A678001 100                              111.74
                                   534   1902     905     00 N 1
```

Section WHITE RIVER BRIDGE Programming Estimate $ ~~268,000~~ 312,000 Bu

Highway FAS B407 Project Length

County Wasco Completion Time 175 Cal. Days

Kind of Work Structure Est. Comp. Date

Prefix 533-1943 Letting Date 10/18/82 Project No. BRS-R407(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 235,844-

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100-	
State Furnished ______		
Roadside Seeding & Mulching	500	$ 39,274
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Construction by Wasco Co. (Rd. approaches, etc)	38,674	

Adjust Utilities:

Subtotal	$ 275,118-
Contingencies (4-1/2%)	12,380 31
Engineering ([redacted], 9, [redacted]%)	24,760 62
[redacted]	$
[redacted]	
Estimated Net Authorization, Construction	$ 312,258 93
Less Co. Force Work	38,674
	273,584.93
	20%

APPROVED

Road Design Engineer

cy to Haydon 10-14-82

EST. CO. MATCH REQ'D 54,720

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: White River Bridge	County:	Sheet 1 of 1	
Kind of Work:	Length:	Date:	Name: Day

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(9%)	19,500
	Bridge Removal Work		All	All		10,000
	Shoring, Cribbing, Etc		All	All		10,000
	Structure Excavation		cu Yd	450	15 -	6750
	Furnish Pile Driving Equipment		All	All		10,000
	Furnish HP 12×53 Steel Piling		Lin Ft	546	17 -	9282
	Drive Steel Piles		Lin Ft	546	2 -	1092
	Structural Concrete, Class 3300 (105 cy @ $240)		All	All		25,200
	10.5'/110' Bulb Tee Prestressed Beams		Each	5	21,000	105,000
	Reinforcement (14,500 lbs @ 0 55)		All	All		7975
	Reinforced Concrete Bridge End Panels		SqYd	165	55	9075
	Structural Steel (2000 lbs @ 1 50)		All	All		3000
	Three Tube Steel Railing		LinFt	210	52	10,920
	Class "B" Asphalt Concrete		Ton	115	70	8050

734-1736 (8-81)

October 15, 1982

Wasco County Court
Courthouse
The Dalles, OR 97058

AGR 4

Attention: Sue A. Proffitt
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7501

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a construction-finance agreement for replacement of the White River (Tygh Valley Road) Bridge, Bridge No. 65C64.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 14, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 10156
Project No. BRS-B407(2)
White River Bridge Section
Wasco County

Attached support data consists of PR-1 forms and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 28, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $312,300 with an obligation of $249,840 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

Also, I request authorization for the County to proceed with their portion of the work upon acceptance of a favorable bid and award of contract.

JLG:bks
Attachment
cc: R.D. Hector (Region 5)
Ken Husby (w/att)
General Files

Form 734-3122

Budget Bureau No. 41-R2

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. October 14, 1982

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 1.0 mi. SE of Tygh Valley 65	**ADT**	PRESENT 300 DHV 36	FUTURE (66) ---- (70)	YEAR (71) ---- (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Bridge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66)	SUPV AGCY	DA CLASSIF.	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BRS- 23	NUMBER 7 B407

CARD	CLASS OF FEDERAL FUNDS Bridge Replacement (65% On-System)	COUNTY NAME Wasco		
	NAME OF URBAN AREA 17-31 ----	ROUTE NO. S	FEDERAL-AID B407 (92)	STATE Co. Rd. (96)	U.S. (97) ----

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS County
1	(14-15)	(16)	41	42	43 46	52		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X081		"White River Br. Sec."	0.085	312,300	249,840	----	62,460

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.085	312,300 (16) (23)	249,840 (24) (33)	----	62,460
1	14	PROGRAM APPROVAL DATES 5-13-81 9-25-81					REMARKS Additional Data: Item No. 1 No. BRS-B4	

5331943

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 14, 1982

ECT LOCATION (45 typewriter spaces) Rd., 1.0 mi. SE of Tygh Valley	**ADT**	PRESENT 300 DHV 36	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41 / APPN CODE 118 / ITEM NO. 10156

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRS-	NUMBER B407	SEQ. NO. (2)	I. Projects Only POST MI.	DESIG.

COUNTY NAME Wasco CODE 065

ROUTE NO. S FEDERAL-AID B407 STATE Co. Rd. U.S. -----

PROGRAM STAGE ☐ 1 OR ☐ 2

Bridge Replacement (65% On-System)

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS County	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST (CODE) 081		"White River Br. Sec."	0.085	312,300	249,840	----	62,460	
JLG		PROJECT TOTALS	0.085	312,300	249,840	----	62,460	

PROVAL DATES 5-13-81
9-25-81

REMARKS
Additional Data: Item No. 10156; Project No. BRS-B407(1).

-over

USCOMM DUSCOMM-DC 48908-P61

Project Data: The project consists of 1) construct on existing alignment one prestressed concrete deck bulb "T" bridge (No. 917A) 108 feet long with horizontal clearance of 37 feet and reinforced concrete panels at each end of bridge.

County forces to construct approach roadway requiring grade, drain, high-type pavement, place riprap, install guardrail and incidental work common to this type of project.

Maintenance and Accommodation of Utilities: A State-County agreement No. 7501 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed December 2, 1981.

Data for PR-37:

Structure -- $269,800
Co. Force Work ------------------------------------ $ 42,500

Note: 1) Project is in Congressional District No. 2.
2) Existing structure has a sufficiency rating of 41.5.
3) Included in FY '82 AP in 6 Yr. HIP on page 72.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: October 8, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: County Force Work
Project No. BRS-B407(-)
White River Bridge Section
Wasco County

I request your concurrence, that it is in the public interest to accomplish by County forces all work on this project other than the bridge and reinforced panels at each end based on the following:

a) The County has adequate equipment and forces capable of performing the work and can commence the work without delay to the bridge contractor.

b) The County will coordinate their operations with the bridge contractor and be responsible for any claims arising out of lack of coordination on County's part.

c) The County is hard pressed to supply the match funds for work other than bridge.

d) The County will only claim reimbursement on an actual cost basis.

Attached is the County's cost estimate for the portion of work they request approval to perform. The total estimated cost of this portion of the project is $42,500, including approximately 10% for monitoring by State forces.

If you approve doing the work with County forces we will include it as a lump sum anticipated item in the Project Agreement estimate.

JLG:bks
Attachment
cc: D.D. Allen (Region 4)
Ken Husby (w/att.)
General Files

Wasco County

5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

September 24, 1982

Dept. of Transportation
Highway Division
P.O. Box 5309
Bend, Oregon 97708

ATTENTION: John Hagedorn, Region 4 Federal Aid Engineer

Dear John:

Please find enclosed the cost estimate regarding Wasco County's proposed participation in the White River Structure Project. Although some items have not been ultimately decided upon, I feel this estimate will be of help in your programming.

Sincerely,
Daryl Ingebo

Daryl Ingebo
Assistant to Roadmaster

DI:kab

Enclosure

WHITE RIVER BRIDGE SECTION
COST ESTIMATE
WASCO COUNTY PARTICIPATION

ITEM #	ITEM	UNIT	QUANTITY	COST
1	Temporary Protection & Direction of Traffic	All	All	$ 700.00
2	Class 700 Riprap	Cu. Yd.	320	$ 5,760.00
3	Guardrail; Type 3	Lin. Ft.	100	$ 2,437.00
	Type 2A	Lin. Ft.	300	$ 4,400.00
	Type "C" Endpiece	Each	4	$ 339.00
	Type I Anchor	Each	2	$ 571.00
	Type II Anchor	Each	2	$ 705.00
4	Scarify Pavement	Sq. Yd.	170	$ 100.00
5	Cold Mix A.C.	Ton	347	$ 5,205.00
6	Asphalt in Mix	Ton	23	$ 3,473.0
7	Aggregate Base	Ton	659	$ 6,229.00
8	Embankment in Place	Cu. Yd.	1,352	$ 8,655.00
9	Remove and Reinstall Existing Fence	Lin. Ft.	150	$ 100.00
			TOTAL	$38,674.00

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS B-407(1)
White River Bridge Section
Wasco County
Ref: (W. J. Hart's ltr 7/28/82)

Date: August 3, 1982

Reply to Attn of: HBR-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Attn: Walter J. Hart, Bridge Engineer

We have reviewed Mr. Hart's letter of July 28 in answer to our foundation question (our letter of July 19). We agree with your selection of pile-supported footings. Please proceed with the design.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR
AUG 10 '82
orig to
REFER TO/ Hart
FOR

Info	Inves	R/D	D R	Sign	Act	File
					✓	

[illegible] C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
917A

In Reply Refer to
File No.:

July 28, 1982

TO: Mr. Dale Wilken
Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: White River Bridge
White River Bridge Section
Tygh Valley Road FAS B407 Spur
Wasco County
Bridge 917A
Oregon Project BRS-B407(1)

We have reviewed the comment in your July 19, 1982 letter concerning the foundations on this bridge. Using spread footings would increase the cost. Our estimate was based on spread footings set at Elevation 1062 and they were $10,000 more than the pile supported bents. Driving piles may be somewhat difficult at this site but can be done and will result in a better structure.

JMT:smd

~~cc E. S.~~ Hunter
D. H. Moehring
Dale Allen

RECEIVED
TECHNICAL SERVICE

JUL 29 '82

REFER TO

FOR

Info	Inves	R/D	D.R	[illegible]	[illegible]	File

Form 734-3122

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-B407(1)
White River Bridge Section, Wasco County
(Mr. Wallace's ltr, 4-23-82, DES 23 917A)

Date: July 19, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
ATTN: Mr. Walter Hart, Bridge Engineer

We have reviewed Mr. Wallace's submittal for the White River Bridge in the Tygh Valley Road FAS B407 Spur (Bridge 917A).

The integral bulb-T precast prestressed beam structure is acceptable to us. We note that the County is not calling for a membrane under the AC wearing surfaces. We have on file Wasco County Roadmaster Kniesteadt's letter of April 21, 1980, indicating they use no salt in their mineral aggregate sanding program. We assume that Wasco County is still operating under this procedure.

The foundation you propose is acceptable; however, we feel you should review again the possible boulder problem in driving piles. It appears that this could be an initial problem at Bent 1 and a problem after penetrating some 20 feet at Bent 2. Spread footings at elevation 1065 used in the old piers lasted quite well, probably without riprap until 1964. Perhaps a slightly deeper spread footing (1052±) would be acceptable if adequate riprap were placed. The economics of the situation should be studied because the material below 1065 appears to be more than adequate to support 4 tons/square foot. Please review this decision before finalizing your plans.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR

JUL 20 '82

Orig to

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Wasco County

5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

May 18, 1982

J. R. Hagedorn
Region Fed Aid Specialist
Dept of Transportation
Region 4
P.O. Box 5309
Bend, Oregon 97708

Dear John:

In regard to the White River Bridge Project (Tygh Valley Road), I find it necessary, due to budget constraints, to delay any action on this project until after we receive the first payment of our National Forest receipts. As you know this payment usually arrives in October, therefore, I feel we must put off any decision on this project until then.

Sincerely,

C. Dennis Kramer

C. Dennis Kramer
Roadmaster

CDK:kab

533-1943

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

Road Closed During Const.

STATE OF

DEPARTMENT OF T

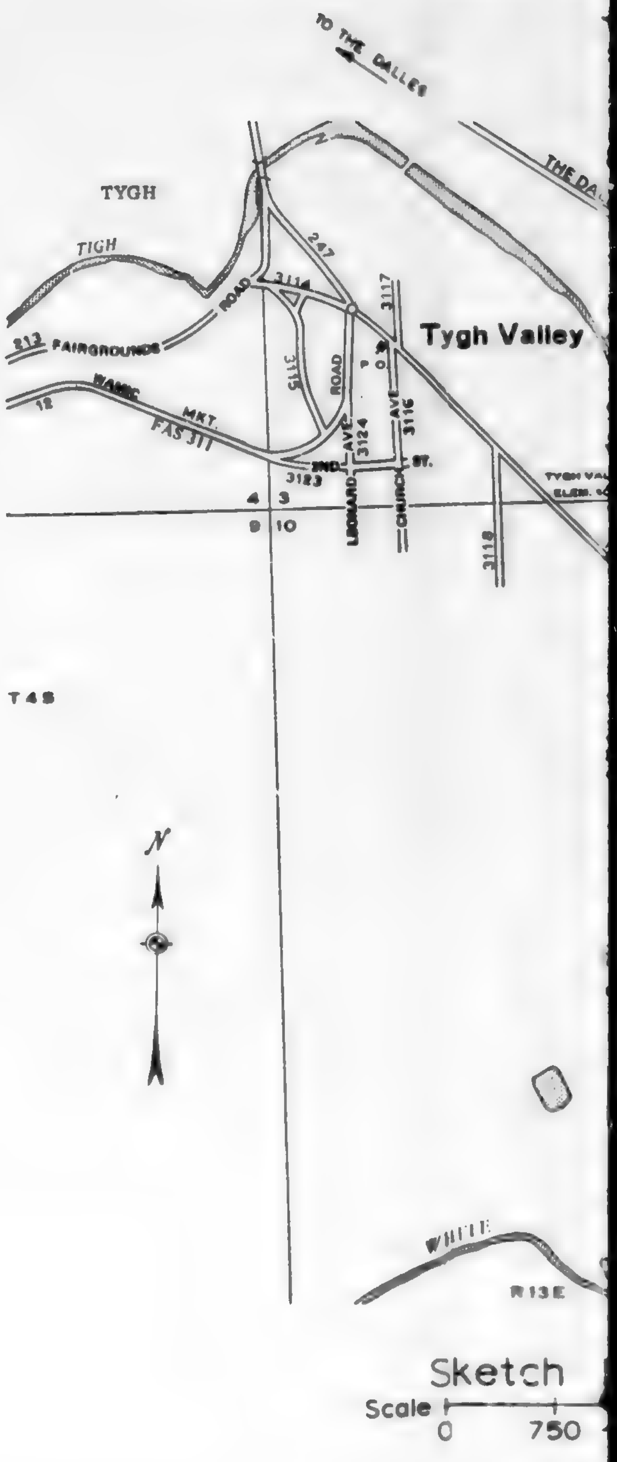
STATE HIGHWA

PLANS FOR PROPOS

WHITE RIVER

FAS B407 (TYGH

WASCO CO



TO THE DALLES
THE DA
TYGH
TIGH
247
3114
3117
Tygh Valley
213 FAIRGROUNDS
ROAD
3115
ROAD
12
WAMIC
MKT.
FAS 311
2ND.
3123
LEONARD AVE
3124
CHURCH AVE
3116
ST.
4 3
9 10
3118
T4S
N
WHITE
R13E
Sketch
Scale 0 750

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

S FOR PROPOSED PROJECT

WHITE RIVER BRIDGE SEC. FAS B407(TYGH VALLEY RD.) WASCO COUNTY				SHEET No. 1
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

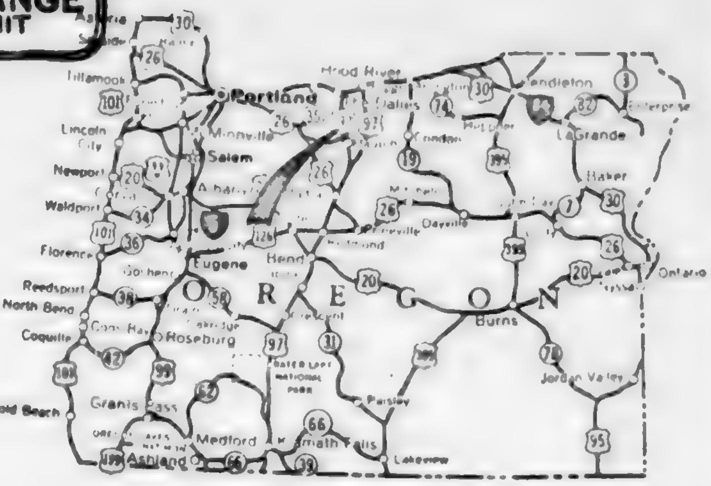
PRELIMINARY COPY
MAY 6 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

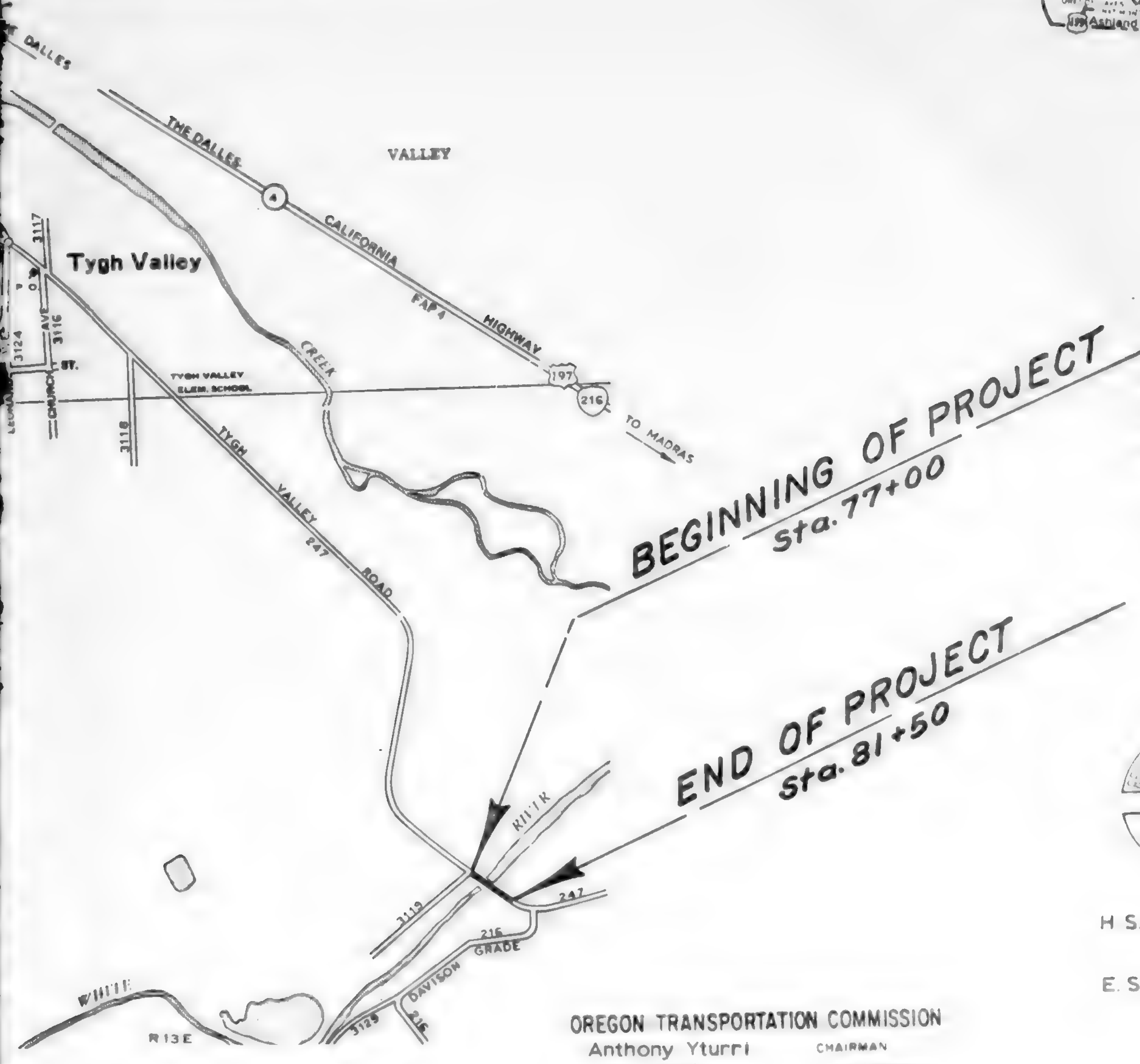
HBR-C

RIVER BRIDGE SEC.

07 (TYGH VALLEY RD.)

WASCO COUNTY


Astoria
30
Tillamook
Portland
Hood River
Pendleton
Lincoln City
Salem
LaGrande
Newport
Baker
Waldport
Florence
Eugene
Bend
Ontario
Reedsport
North Bend
Coquille
Roseburg
Burns
Jordan Valley
Gold Beach
Grants Pass
Paisley
Medford
Ashland
Lakeview
O R E G O N


THE DALLES
THE DALLES CALIFORNIA HIGHWAY
FAP 4
4
VALLEY
Tygh Valley
3117
3124
3116
CHURCH AVE
ST.
TYGH VALLEY ELEM. SCHOOL
197
216
TO MADRAS
CREEK
3118
TYGH VALLEY 247 ROAD
BEGINNING OF PROJECT
Sta. 77+00
END OF PROJECT
Sta. 81+50
RIVER
247
3119
216
DAVISON GRADE
3129
WHITE
R13E

Sketch Map
Scale 0 750 1500 Feet

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED 12 May 1982
COUNTY COURT OF Wasco COUNTY
BY Rick Cantrell
COUNTY JUDGE
Virgil Elliott
COUNTY COMMISSIONER

COUNTY COMMISSIONER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

STATE OF OREGON

INTEROFFICE MEMO

DES 23
917A

DATE: April 23, 1982

TO: Dale Allen
Region 4 Engineer

ORIGINAL SIGNED
WALLACE

FROM: John M. Tindall
for Principal Structural Des. Eng.

SUBJECT:

White River Bridge
White River Bridge Section
Tygh Valley Road FAS B407 Spur
Wasco County
Bridge 917A

Enclosed are four reduced prints of Drawings 36858 and 36771 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have been included in this project.

Our present estimate of costs for the proposed contract is

Structure	$200,000
Engineering and Contingencies	40,000
TOTAL	$240,000

It is our understanding the County will do the roadwork.

Please use these prints to obtain the approval of Wasco County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on August 26, 1982.

JMT:smd

Enclosures

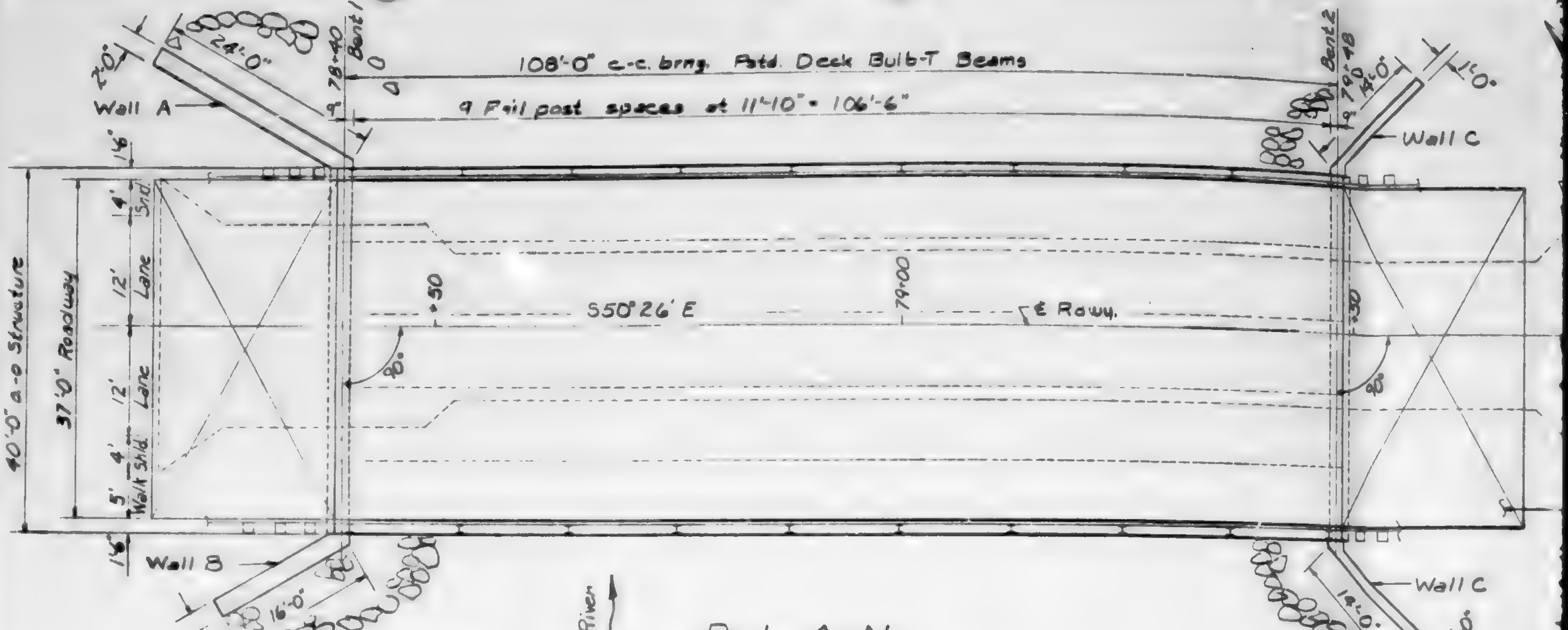
cc Engineering /w/ 1 set encl.
Local Government /w/ 1 set encl.
Environment (M. Banks) /w/ 1 set encl.

Construction [illegible] to [illegible]
[illegible]

PROGRAM MANAGEMENT SECTION
DHM ☐ DES [✓ 5]
SHM ☐ MIK ☐ DNH ☐
APR 26 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

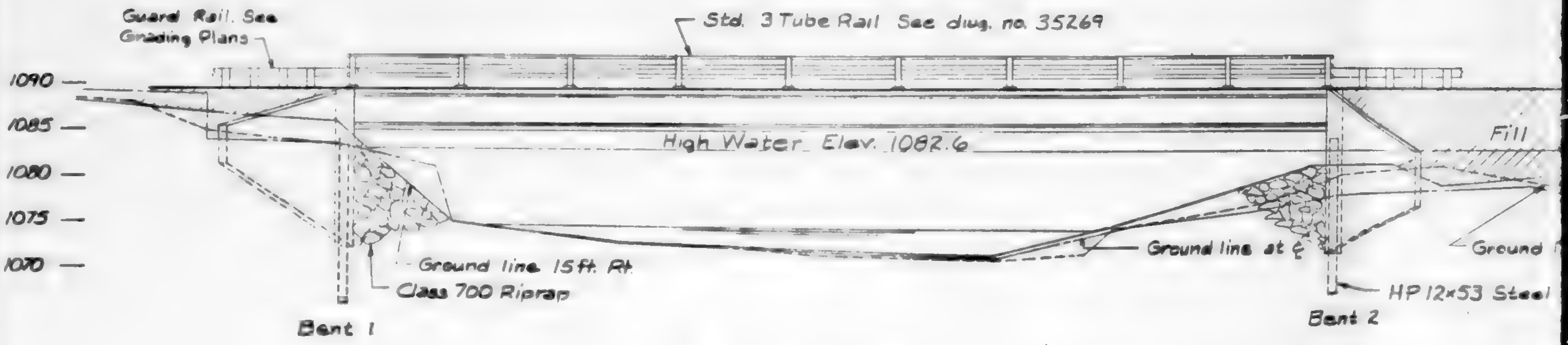
Contains Recycled Materials
81-125-1387

SP*73883


108'-0" c-c brng. Pstd. Deck Bulb-T Beams
9 Rail post spaces at 11'-10" = 106'-6"
24'-0"
2'-0"
Wall A
Bent 1
78+40
9"
1'-6"
40'-0" o-o Structure
37'-0" Roadway
4' Shld
12' Lane
12' Lane
4' Shld
5' Walk
+50
S50°26' E
79+00
℄ Rdwy.
90°
Bent 2
79+48
14'-0"
1'-0"
Wall C
+30
90°
Wall B
16'-0"
2'-0"
Class 700 Riprap
White River
Wall C
14'-0"
1'-0"

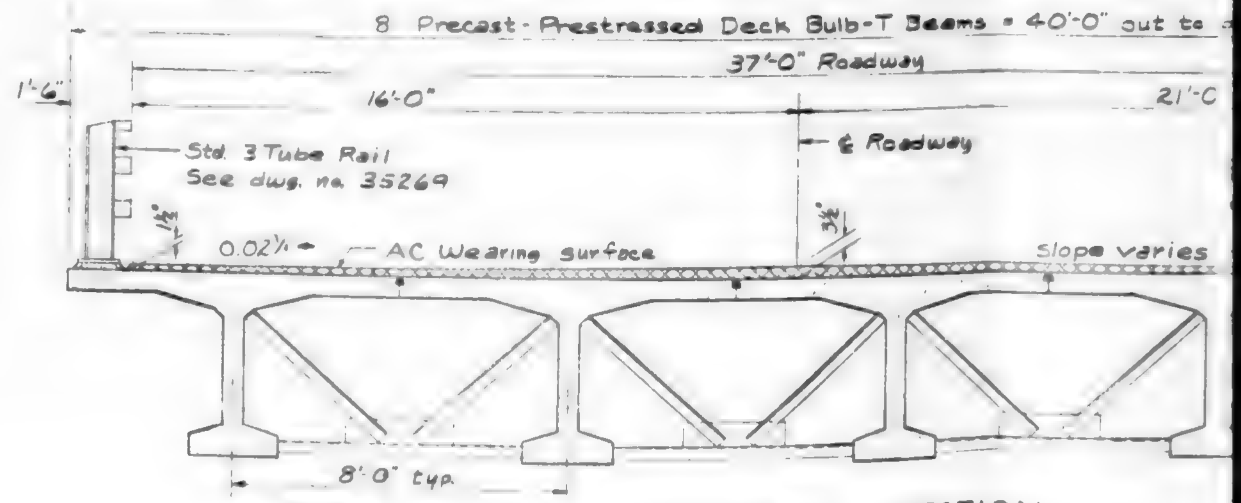
P L A N

Scale: 1" = 10'-0"


Guard Rail. See Grading Plans
Std. 3 Tube Rail See dwg. no. 35269
1090
1085
1080
1075
1070
High Water Elev. 1082.6
Fill
Ground line 15ft. Rt.
Class 700 Riprap
Ground line at ℄
Ground l
HP 12×53 Steel
Bent 1
Bent 2

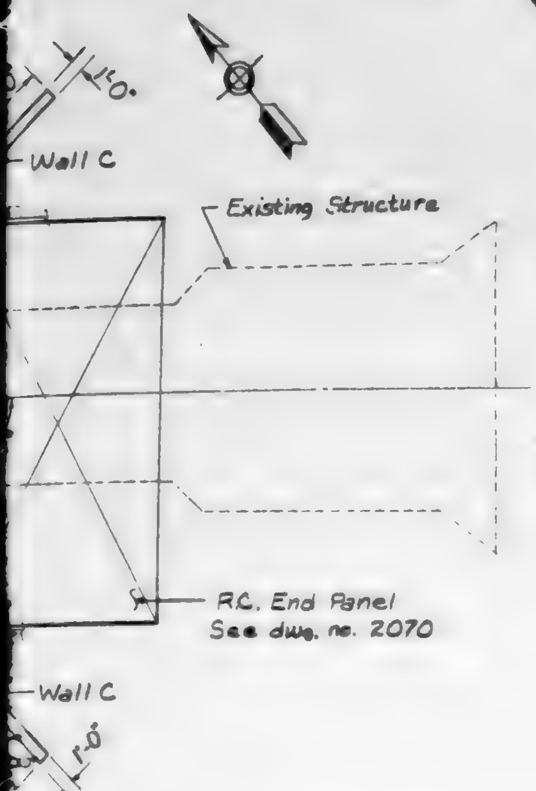
ELEVATION

Scale 1" = 10'-0"


8 Precast-Prestressed Deck Bulb-T Beams = 40'-0" out to
37'-0" Roadway
1'-6"
16'-0"
21'-0
℄ Roadway
Std. 3 Tube Rail See dwg. no. 35269
1½"
3½"
0.02'/1
AC Wearing surface
Slope varies
8'-0" typ.

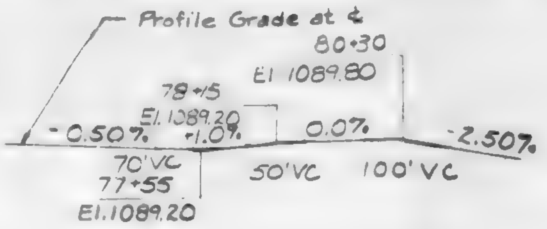
TYPICAL SECTION

Scale: 3/8" = 1'-0"

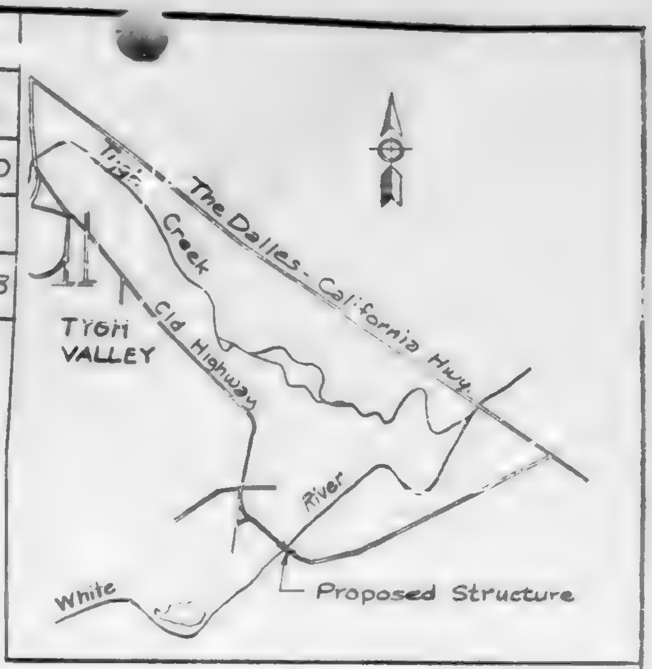

1'-0"
Wall C
Existing Structure
R.C. End Panel
See dwg. no. 2070
Wall C
1'-0"

HYDRAULIC DATA

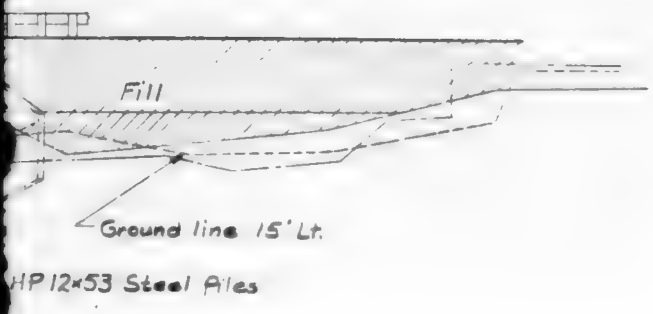
	DESIGN FLOOD	RDWY OVER-TOPPING FLOOD	BASE FLOOD
DISCHARGE-cfs	7,700	12,000	10,300
FREQUENCY-yrs	25	200	100
H.W. ELEVATION NATURAL CHANNEL	1082.6	1085.5	1084.3

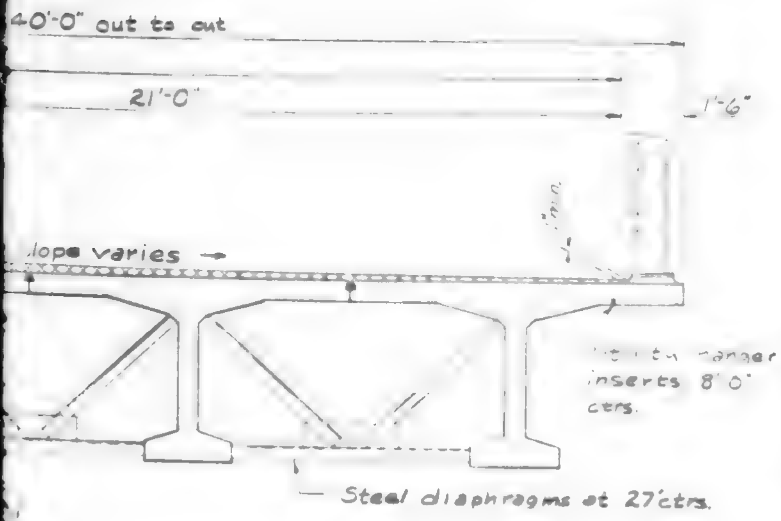

Profile Grade at ℄
80+30
El 1089.80
78+15
El. 1089.20
-0.50%
+1.0%
0.0%
-2.50%
70'VC
77+55
El.1089.20
50'VC
100'VC

GRADE LINE DIAGRAM


Tygh Creek
The Dalles - California Hwy.
TYGH VALLEY
Old Highway
River
White
Proposed Structure

VICINITY MAP


Fill
Ground line 15' Lt.
HP 12×53 Steel Piles


40'-0" out to out
21'-0"
1'-6"
Slope varies →
hanger inserts 8'-0" ctrs.
Steel diaphragms at 27' ctrs.

APPROVED .... P.E.
BRIDGE ENGINEER
P.E.
ASST STATE HIGHWAY ENGINEER
DESIGNED JERRY BELLIN
DRAWN JERRY BELLIN
CHECKED
REVIEWED
REVIEWED
CALC BOOK 1795

DATE	REVISION

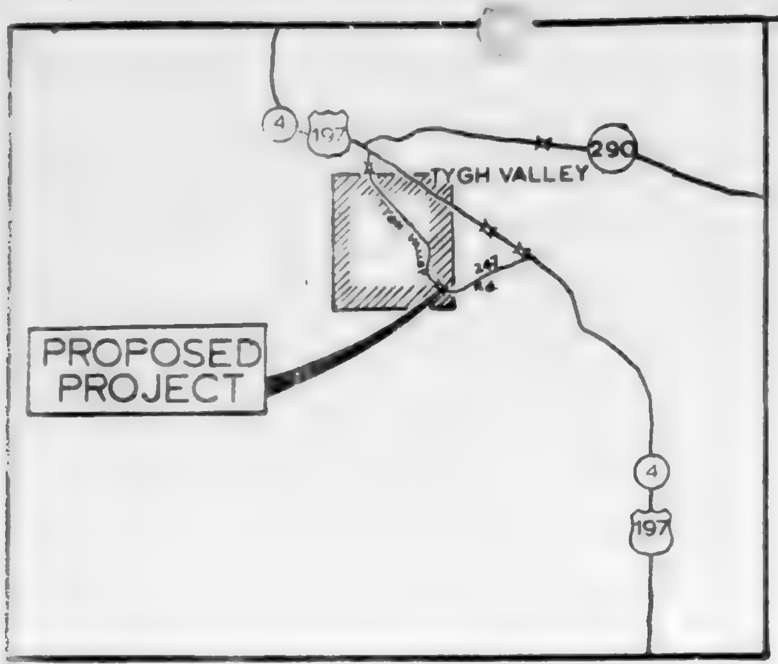
OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

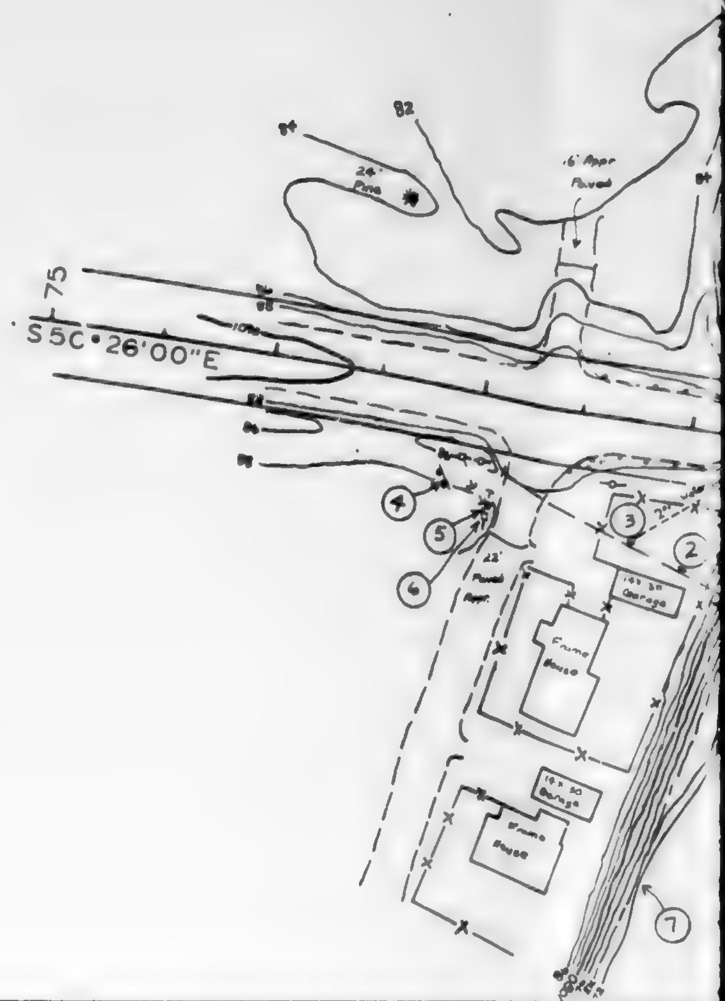
WHITE RIVER BRIDGE
WHITE RIVER BRIDGE SECTION
TYGH VALLEY RD FAS B407 SPUR
WASCO COUNTY

PRELIMINARY PLAN AND ELEVATION

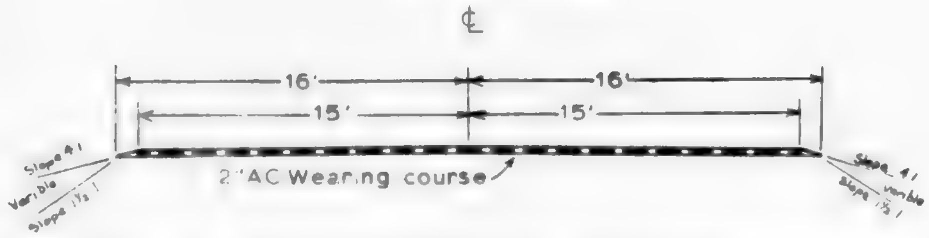
ACCOMPANIED BY DWGS

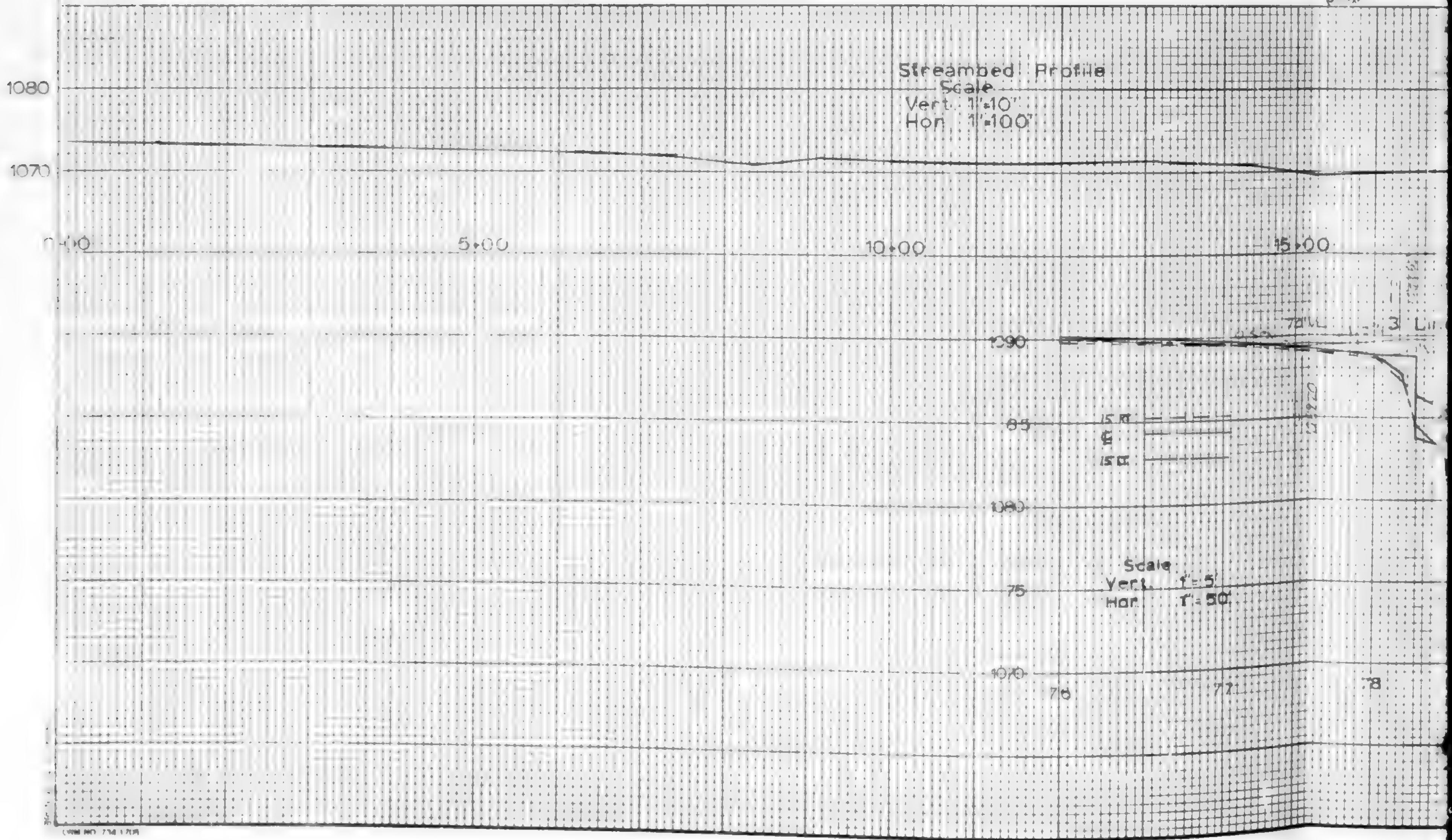
DATE APRIL 1982
SHEET 1 OF 1
BRIDGE NO. 917A
DRAWING NO. [illegible]


4
197
290
TYGH VALLEY
241
PROPOSED PROJECT
4
197

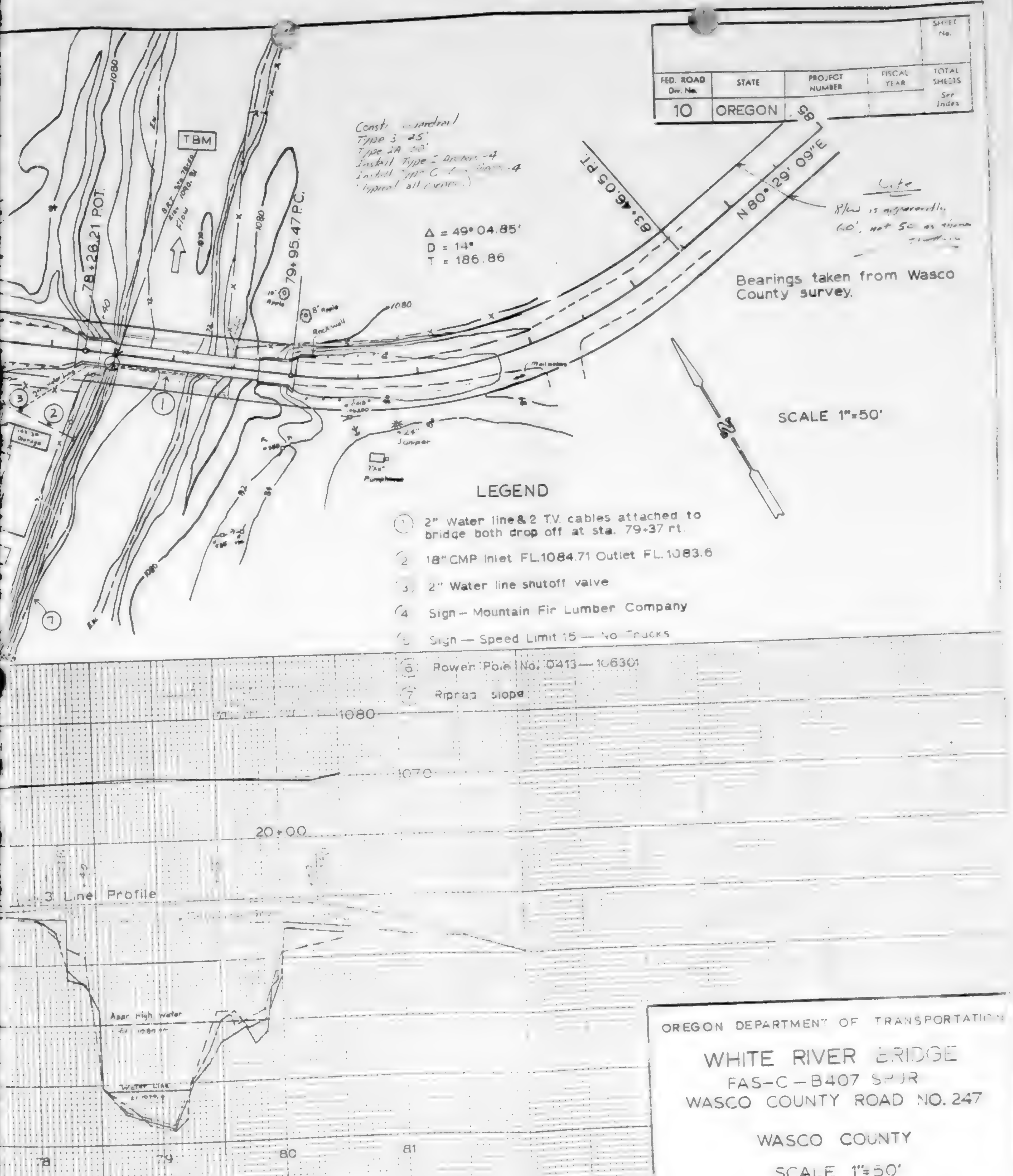

84
82
24" Pine
16' Appr Paved
75
S 5C°26'00"E
4
5
6
3
2
1
22' Paved Appr
16 x 20 Garage
Frame House
16 x 20 Garage
Frame House
7

TYPICAL SECTION


℄
16'
16'
15'
15'
Slope 4:1
Variable
Slope 1½:1
2" AC Wearing course
Slope 4:1
Variable
Slope 1½:1



FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET No.
10	OREGON			See Index	


TBM
78+26.21 POT.
79+95.47 P.C.
83+46.05 P.T.
N 80° 29' 09"E
85
Flow
1080
10" Apple
8" Apple
Rockwall
Mailboxes
24" Juniper
Pumphouse
Garage
1080
1070
20+00
3 Line Profile
Appr. High water
Water Line
78
79
80
81

Const. guardrail
Type 3 25'
Type 2A 50'
Install Type [illegible] Anchors -4
Install Type C [illegible] -4
(typical all corners)

Δ = 49° 04.85'
D = 14°
T = 186.86

Note
R/W is apparently 60', not 50 as shown [illegible]

Bearings taken from Wasco County survey.

SCALE 1"=50'

LEGEND

① 2" Water line & 2 T.V. cables attached to bridge both drop off at sta. 79+37 rt.
② 18" CMP Inlet FL.1084.71 Outlet FL.1083.6
③ 2" Water line shutoff valve
④ Sign – Mountain Fir Lumber Company
⑤ Sign – Speed Limit 15 – No Trucks
⑥ Power Pole No. 0413–106301
⑦ Riprap slope

OREGON DEPARTMENT OF TRANSPORTATION

WHITE RIVER BRIDGE
FAS-C-B407 SPUR
WASCO COUNTY ROAD NO. 247

WASCO COUNTY

SCALE 1"=50'

W.F. COBINE
PROJECT MANAGER

198?

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
917A

In Reply Refer to
File No.:

TO: Mr. Dale Wilken
Division Administrator
Federal Highway Administration

April 23, 1982

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
L L WALLACE

L. L. Wallace, P.E.
Assistant Bridge Engineer

RECEIVED
TECHNICAL SERVICES
APR 26 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

SUBJECT: White River Bridge
White River Bridge Section
Tygh Valley Road FAS B407 Spur
Wasco County
Bridge 917A

Enclosed are two reduced prints of Drawings 36858 and 36771 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation report which has the hydraulic report in the Appendix.

The proposed bridge has the same alignment as the existing bridge. The road will be closed during construction and a detour structure will not be required. Wasco County requested a 37-foot roadway section which provides a 32-foot roadway with an additional five feet on the upstream side for the occasional pedestrian traffic. The proposed 108-foot single span structure provides a 105-foot clear opening which satisfies the hydraulic requirement. The elevation was established to meet the minimum bottom of beam elevation suggested in the hydraulic report.

Two alternates in addition to the one selected were studied for this site; precast prestressed concrete box beams estimated to cost $299,000 and Type IV AASHTO prestressed beams with a cast-in-place deck estimated to cost $295,000. The alternate selected is an integral bulb-T prestressed beam structure estimated to cost $240,000. All the estimates are based on approximate quantities and include an allowance for engineering and contingencies.

We request your approval of our preliminary plan.

~~cc E. S. Hu~~nter
D. H. Moehring
Dale Allen

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section White River Bridge # 65C64
Date April 13 19 82
Highway FAS-C B-407 Spur
Authorization No. 1
County Wasco
Survey Prefix 533-1943 (Assigned by Salem office)

Description of termini, route, length, etc.:

Approximately 1.0 miles east of Tygh Valley on B-407 spur.

Proposed:

Replace existing 120 ft. long steel truss bridge with a concrete, single span structure, 32 ft. wide, of comparable length.

Purpose of survey:

Prepare plans, specifications and cost estimate for an HBR project.

BRS-B407(1)

5-22-81

30,200
7000
~~37,200~~
~~20~~
~~1640~~

		Estimate of C
Field Survey	(901)	12,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	0
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	1,000
Traffic	(911)	200
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	50
Location Studies	(918)	1,00
Engr. Graphics	(919)	
Office Engineer	(920)	10
Specifications	(921)	2,00
Environmental	(923)	20
Foundation Exploration	(926)	4,00
Seminars	(950)	
~~Hearings~~ #####Free Br. Des.	(927)	7,00
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Ser. (Eng.)	(922)	20

Appr. [illegible]

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
APR 29 19[illegible]
LOCATION SECTION

Total estimated cost of survey $30,200
Previous authorization . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) . .
Total all authorizations approved (Salem) . .

Requests made by:
Field Engineer

Recommended for Approval:
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer
BEN GIFFORD

SP*23603-734

4-70

Wasco County N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: FILES

DATE: February 19, 1982

FROM: George C. Wills
George C. Wills
Location Field Engineer

SUBJECT: White River Bridge
FAS B407 (Tygh Valley)
Wasco County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 23 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

John Hagedorn reports that Wasco County can accommodate up to two feet of grade raise for the structure and that span length of 105 feet is satisfactory. Design of structure and approaches should be advanced on this basis.

GCW:ge

cc F. E. Terpin
J. Hagedorn
L. Watson
W. Hart
R. L. Lenz

Contains Recycled Materials
81-125-1387

SP*75683

1570

STATE OF OREGON

INTEROFFICE MEMO

TO: Dave Moehring
Project Management

DATE: February 19, 1982

FROM: John R. Hagedorn
Region Federal Aid Specialist

SUBJECT: White River Bridge No. 65C64
FAS-C, B407 Spur
HBR Project BRS-B407 (1)
Wasco County

Disregard my letter of February 18, 1982, wherein the County proposed a sidewalk.

Upon learning that a pedestrian barrier would be necessary, the County decided against the sidewalk and prefers a structure with 16-foot width downstream and 21 foot upstream - out to out width of 39.2 feet as per the Tygh Creek Bridge No. 4932A, constructed in 1974.

This has been discussed with Ted Thompson.

JRH:mr

cc: Ted Thompson, Bridge Design

STATE OF OREGON

INTEROFFICE MEMO

TO: Dave Moehring
Project Management

DATE: February 18, 1982

FROM: John R. Hagedorn
Region Federal Aid Specialist

JR Hagedorn

SUBJECT: White River Bridge #65 C64
FAS-C, B-407 Spur
HBR Project BRS-B407 (1)
Wasco County

Wasco County, this date, verbally requested that the proposed structure include a 5-foot wide sidewalk while retaining the 32-foot roadway width.

If, in the design process, it becomes necessary to include a barrier between vehicular and pedestrian traffic, the County would like the opportunity to reconsider the sidewalk proposal.

JRH:mr

cc: Jim Chidsey, Bridge Design

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: February 4, 1982

David W. Bryson

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: White River Bridge
FAS B407 Spur
Wasco County

The proposed project will replace an existing 170-foot long structure consisting of two 25-foot long concrete approach spans (one on each end) and a 120-foot long steel through truss. The proposed structure will be placed on the same alignment as the existing structure.

HYDROLOGY

The White River is a west-east tributary of the Deschutes River and drains an area of approximately 221 square miles above the proposed bridge site. The table below lists the stream gages used to develop the recurrence interval vs. peak discharge relationship for the bridge site.

Gage Number	Drainage Area (sq. mi.)	Period of Record
14-0972	440.7	1969-1979
14-0990	115	1946-1950
14-1005	221	1912-1918
14-1015	368	1918-1979

The gage data was analyzed using a log-Pearson Type III statistical analysis. Drainage area vs. peak discharge curves were then developed for the White River basin from the results of the statistical analysis. The recurrence interval vs. peak discharge relationship determined by the procedure described above is listed below. Although gage 14-1005 was located at the bridge site from 1912 to 1918, it was felt there were not enough years of record to place much confidence in the results obtained from the statistical analysis of this gage data alone.

Contains Recycled Materials
81-125-1387

KEH
cc MH

Recurrence Interval	Peak Discharge
500-year	14,700 cfs
100-year	10,300 cfs
50-year	9,000 cfs
25-year	7,700 cfs
10-year	5,800 cfs
5-year	4,400 cfs

According to Rex Kniesteadt, Wasco County Roadmaster, there have been no problems at the structure site except during the December 1964 flood when a log deck washed down from a mill upstream and lodged against the structure causing the easterly approach fill to wash out. Local residents, interviewed by Mr. Kniesteadt, indicated that the water has been about six feet below the top of the deck twice since 1964 which results in a highwater elevation of 1082.5± feet.

HYDRAULIC DESIGN

The 25-year flood of 7,700 cfs was chosen as the design flood with an estimated highwater elevation of 1082.6 feet (MSL). During the 100-year flood of 10,300 cfs, the estimated highwater elevation is 1084.3 feet. The above elevations are considered "natural" highwater elevations since they were determined without a structure or highway embankment constricting the floodplain. These elevations are the base elevations used to determine the amount of backwater created by each of the alternates analyzed.

Table 1 summarizes pertinent hydraulic data for the existing bridge and the alternates analyzed. It is suggested that the minimum bottom of beam elevation be 1085.0 feet (MSL) which is slightly above the 100-year flood elevation. For all of the alternates analyzed, it was assumed that the westerly abutment was at station 78+42. Vertical abutments were also assumed for all alternates. According to the location prospectus, the county requests a single-span structure which would require raising the grade to provide the suggested bottom of beam elevation. A multiple-span structure could utilize the existing gradeline.

TABLE 1

Structure	25-Year Flood		100-Year Flood		Roadway** Overtopping
	Backwater	HW Elevation*	Backwater	HW Elevation*	
Existing Bridge	0.2 ft.	1082.8 ft.	0.3 ft.	1084.6 ft.	190 yr.
105' Single-span	0.1 ft.	1082.7 ft.	0.2 ft	1084.5 ft.	200 yr.
105' Three-span	0.4 ft.	1083.0 ft.	0.6 ft.	1084.9 ft.	150 yr.
125' Three-span	0.3 ft.	1082.9 ft.	0.4 ft.	1084.7 ft.	175 yr.
105' Two-span	0.2 ft.	1082.8 ft.	0.3 ft.	1084.7 ft.	175 yr.

* Highwater elevation includes any backwater created by the structure.

** From the old highway plans, the roadway overtopping elevation is approximately 1085.5 feet (MSL) at the first roadway curve about 200 feet southeast of the structure site.

RIPRAP

It is suggested that the toe of vertical abutments be protected with Class 700 loose riprap. Any fresh embankment slopes subject to the design highwater should also be protected with a three-foot thick blanket of Class 700 loose riprap. A 9-inch thick filter blanket will also be required.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Don Adams "
Dale Allen "
Don Harwell "
Herb Schell, FHWA "

PROJECT MANAGEMENT BRANCH
[illegible] ☐ STE ☐
[illegible] RE ☐ PRE ☑
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs	7,700	10,300	12,000	
Discharge m^3/s				
Frequency — yrs.	25	100	200	
H.W. Elevation Natural Channel ft.	1082.6	1084.3	1085.5	
H.W. Elevation Natural Channel m.				
H.W. Elevation Channel Change ft.	—	—	—	
H.W. Elevation Channel Change m.				
Average Velocity fps	9.1	10.1	—	
Average Velocity mps				
Headwater Elevation ft.	—	—	—	
Headwater Elevation m.				
Tailwater Elevation ft.	—	—	—	
Tailwater Elevation m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 105 foot single span

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

White River Bridge
FAS B407 Spur
Wasco County

COMPILED BY: Dave Bryson

DATE: February 4, 1982

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR( )
Discharge	cfs	7,700	10,300	11,800	
	m³/s				
Frequency — yrs.		25	100	175	
H.W. Elevation Natural Channel	ft.	1082.6	1084.3	1085.5	
	m.				
H.W. Elevation Channel Change	ft.	—	—	—	
	m.				
Average Velocity	fps	9.3	10.4	—	
	mps				
Headwater Elevation	ft.	—	—	—	
	m.				
Tailwater Elevation	ft.	—	—	—	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 105 foot two span

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

White River Bridge
FAS B407 Spur
Wasco County

COMPILED BY: Dave Bryson

DATE: February 4, 1982

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	7,700	10,300	11,300	
	m³/s				
Frequency — yrs.		25	100	150	
H.W. Elevation Natural Channel	ft.	1082.6	1084.3	1085.5	
	m.				
H.W. Elevation Channel Change	ft.	—	—	—	
	m.				
Average Velocity	fps	9.6	10.6	—	
	mps				
Headwater Elevation	ft.	—	—	—	
	m.				
Tailwater Elevation	ft.	—	—	—	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 105 foot three span

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

White River Bridge
FAS B407 Spur
Wasco County

COMPILED BY: Dave Bryson

DATE: February 4, 1982

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	7,700	10,300	11,800	
Frequency — yrs.	25	100	175	
H.W. Elevation Natural Channel ft. / m.	1082.6	1084.3	1085.5	
H.W. Elevation Channel Change ft. / m.	—	—	—	
Average Velocity fps / mps	9.1	9.9	—	
Headwater Elevation ft. / m.	—	—	—	
Tailwater Elevation ft. / m.	—	—	—	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 125 foot three span

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

White River Bridge
FAS B407 Spur
Wasco County

COMPILED BY: Dave Bryson

DATE: February 4, 1982

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Klamath Falls

Jan. 11, 1982

FROM: ~~Wayne F. Cobine~~
~~Project Manager~~

Jerry L Thackery
Reg. Design Supv.

TO: ~~John Hagedorn~~
~~Region Office~~

Frank Terpin
Location Engineer

SUBJECT: White River Bridge
FAS B407
Wasco County

Attached you will find the following data pertinent to bridge replacement survey.

1 roll	mylar vicinity map	Under Seperate Cover
1 roll	cross sections	
1 sheet	grades	
1 sheet	earthwork	
1 book	field notes	
1 pad	pictures	

As you mentioned earlier the County would perform all the grading and paving and close the road to all traffic.

The survey indicates the embankment an the easterly end of the structure needs to be widened and the section based and paved to obtain the 32 foot top surface desired by the County. The quantity to be excavated for base rock would make the necessary embankment.

The new grade of the structure was proposed to match the existing pavement and guardrail was proposed on all four corners of the structure with a minimum length of 75 feet. On the westerly end the guardrail runs should radius into the approaches.

On the southerly side of the existing structure there is attached a 2" water line and T.V. cables.

Dick Havig and R. J. Van Cleave should be given copies of the vicinity map so they can perform their work accordingly.

If you need additional information, please advise.

WFC:tlc

[✓ ROE] RE RCE PLA [✓ FAE]
RTE RECEIVED GEO
RUE JAN 11 RDE
RSO REGION 4 RBE
ASSIGNED________

RECEIVED
JAN 15 1982
LOCATION
SECTION

December 18, 1981

Wasco County Court
Courthouse
The Dalles, OR 97058

AGR 4

Attention: Sue A. Proffitt
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 1501

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement covering future construction of the White River (Tygh Valley Road) Bridge, Bridge No. 65C64.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agree. att.)

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME	White River Bridge No. 65C64
HIGHWAY NAME	Wasco County Road - FAS B-407 Spur
HIGHWAY NUMBER	B-407 Spur

REGION 4	ADMINISTRATIVE DISTRICT 9	COUNTY Wasco	CITY --
LENGTH 0.1	MILEPOST NUMBER TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Wasco County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR - FAS

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing steel truss bridge located 1.0 miles east of Tygh Valley.

County to perform grading work (above and beyond structural excavation backfill) and pave approaches. Will also close road and provide detour during construction.

County requests a single span structure.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 300 1980

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 40

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 6/17/81

3. FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12' A.C.	2 - 12' A.C.
SHOULDERS	2 - 3' A.C., 1' gravel	2 - 3' A.C., 1' gravel
MEDIANS	none	none
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	— — —
INTERCHANGES		— — —
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River White River	☒	☐	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☐	☒
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Water

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4)	
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3.5

RECOMMENDED CONSTRUCTION DATE	________ (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
At bridge ends:		
Stone base	12"	
Cold-mix A.C.	4"	

7 - TYPICAL SECTION AND LOCATION

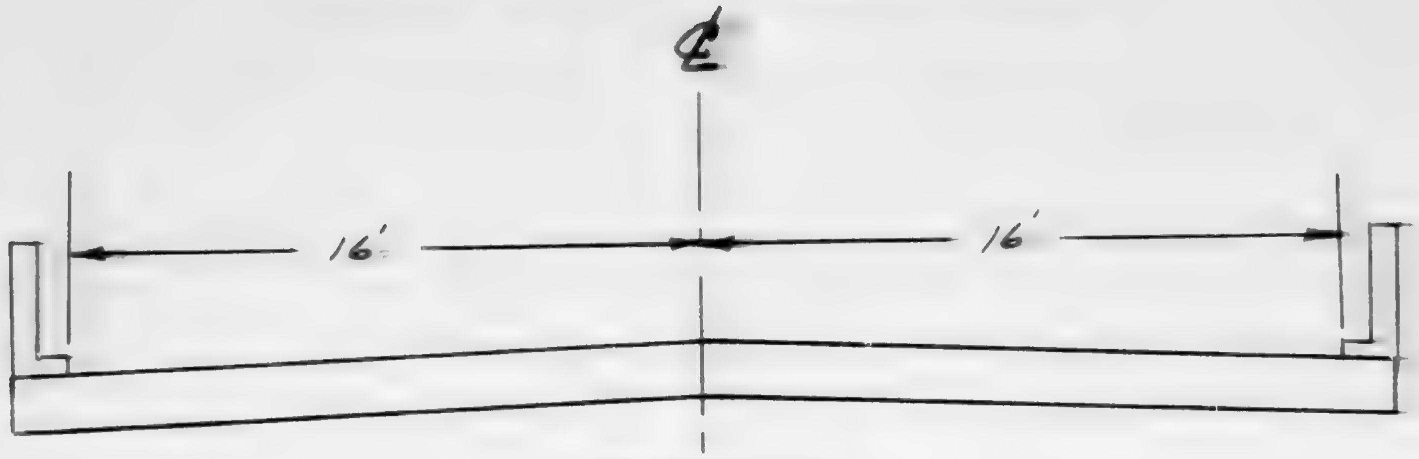
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

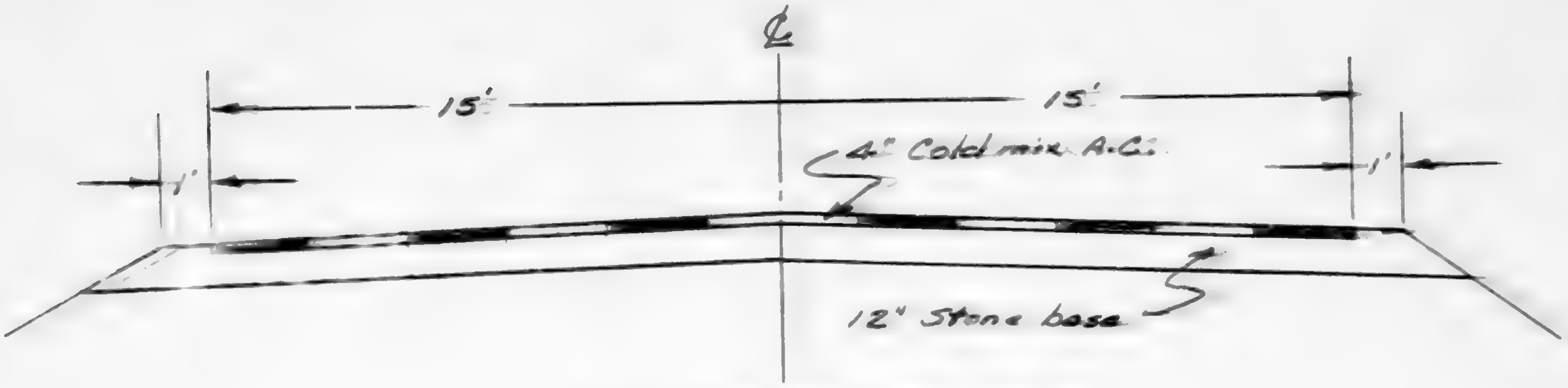
	REGION	SALEM
PRELIMINARY ENGINEERING	31,400	30,200
RIGHT OF WAY		
TRAFFIC CONTROL County		
ILLUMINATION		
STRUCTURES Incl. old bridge removal 120'x 32'	209,000.	324,000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES	83,600.	Incl. Above
PROJECT TOTAL	$324,000.	354,200

SUBMITTED BY J. R. Hagedorn, Region Federal Aid Engineer

TYPICAL SECTIONS

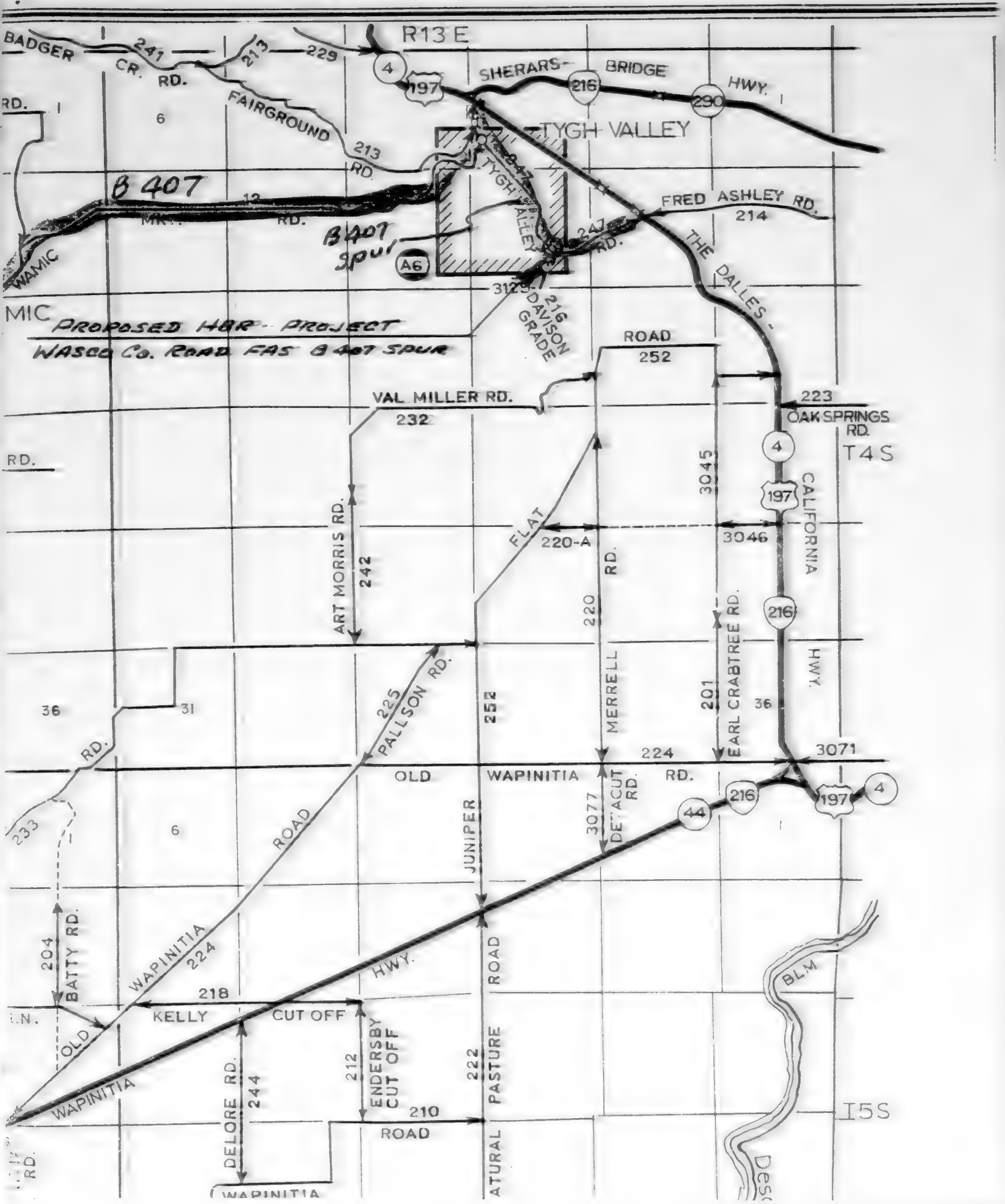


BRIDGE


℄
15'
15'
1'
1'
4" Cold mix A.C.
12" Stone base

EXISTING AT WEST END
FUTURE AT EAST END

WHITE RIVER BRIDGE #65C64
HBR-FAS-C
B-40T SPUR
WASCO COUNTY
APRIL, 1981


PROPOSED HBR - PROJECT
WASCO Co. ROAD FAS B 407 SPUR
R13 E
BADGER CR. RD.
241
213
229
4
197
SHERARS- BRIDGE HWY.
216
290
RD.
6
FAIRGROUND 213 RD.
TYGH VALLEY
B 407
12
MT. RD.
WAMIC
B407 Spur
A6
TYGH VALLEY
247 RD.
FRED ASHLEY RD.
214
THE DALLES - CALIFORNIA HWY.
3129
216 DAVISON GRADE
MIC
ROAD 252
VAL MILLER RD.
232
223
OAK SPRINGS RD.
4
T4S
RD.
3045
197
ART MORRIS RD. 242
FLAT
220-A
3046
220 MERRELL RD.
EARL CRABTREE RD. 201
216
36
31
RD.
225 PALLSON RD.
252
36
224
3071
OLD WAPINITIA RD.
3077 DEJACUT RD.
216
197
4
44
233
6
ROAD
JUNIPER ROAD
204 BATTY RD.
WAPINITIA 224
HWY.
BLM
218
KELLY CUT OFF
LN.
OLD
WAPINITIA
DELORE RD. 244
212 ENDERSBY CUT OFF
222 PASTURE
210 ROAD
NATURAL
WAPINITIA
RD.
I5S
Desc

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., 1.0 mi. SE of Tygh Valley "White Riv. (Tygh Valley Rd.) Br. Sec."	118	10156	BRS-B407(1)	B407	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

Wasco 065

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 9 Cl. Ho. .... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 9.

(2) ____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 30,200
FF	$ 24,160
STATE	$ 1,400
Co.	$ 4,640

For PR-37:

Field Phase	$
PS&E Phase	$

80%

REMARKS:
1) Attached is a copy of Authority for Survey and project maps.
2) The existing structure is on the approved bridge replacement inventory list with a sufficiency rating of 41.5.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5-11-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B407(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10156

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/22/81

8. FEDERAL ROUTE NUMBER Secondary B407

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
White River (Tygh Valley Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $30,200 F.F. $24,160
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 5/11/81.

Orig ID
6 3 81

JUN 2 '81
REFER TO [illegible]

14. DATE 5/11/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR 1240 PREVIO [illegible] MAY BE

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: D. E. Swan
Project Management

DATE: April 13, 1981

FROM: JRHagedorn
J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT: Transmittal of:
Project Request
Location Prospectus
Authority for Survey
White River Bridge No. 65C64
HBR Project
FAS-C B-407 Spur
Wasco County

This project is on the HBR on-system priority list for 1984, P.E. only. It is a substitute for Rail Hollow Creek Bridge 65C33 that appeared on the list by Walt Hart's letter of 6/24/80.

County will close the road and provide a detour during construction. They will also construct the approaches (above and beyond the structural excavation backfill).

No additional R/W will be necessary, therefore the Statewide assessment is in order.

The County requests the free bridge design. They also request that the new bridge be a single-span 32 ft in width.

Region P.E. Costs:

Field Survey (901) - - - - - - - - - -	$12,000.
Utility (914) - - - - - - - - - - - - -	500.
Foundation Exploration (926) - - - - -	4,000.
Total Est. P.E. - - - - - - - - - - - -	$31,400.

COMMISSION APPROVED
ON 1-27-81 FOR FY 1984

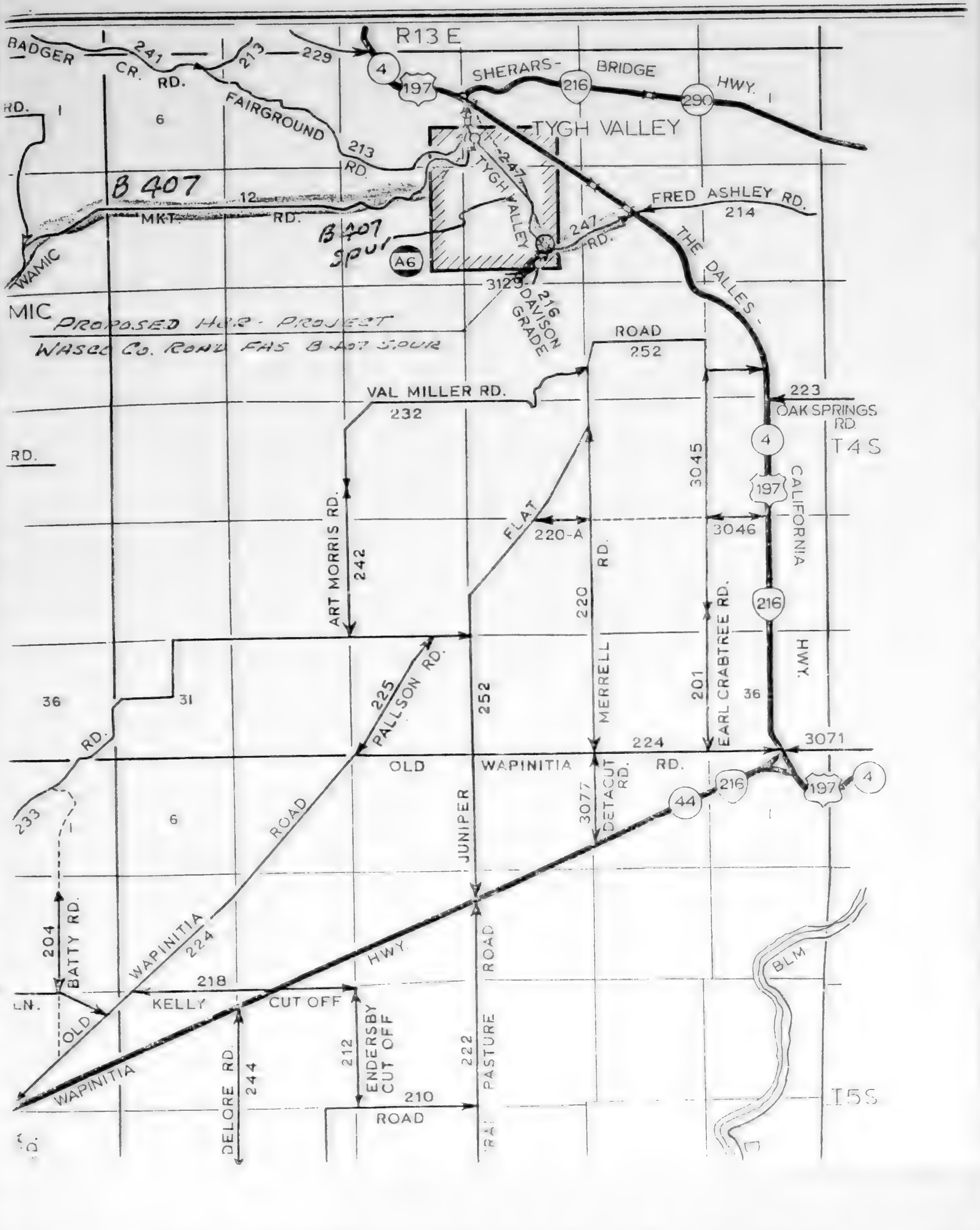
JRH:pw
Enclosures

cc: Phil Lewellyn

D. E. Swan - Please Program & Update PMS
cc w/Attachment:

E. S. Hunter	R. Trygstad
D. H. Moehring	D. O. Christensen
G. Bell	J. Sullivan
L. E. George	F. W. Yarbrough
G. Potter	J. Grassman
F. E. Terpin	F. Lowe
W. J. Hart	Region 4:
J. B. Boyd	John Hagedorn

SP*75683-125


R13 E
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TYGH VALLEY
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B 407
12
MKT. RD.
B 407 Spur
A6
WAMIC
RD.
1
6
FRED ASHLEY RD.
214
247 RD.
3129
216 DAVISON GRADE
MIC
PROPOSED H&R - PROJECT
WASCO CO. ROAD FHS B-407 SPOUR
THE DALLES - CALIFORNIA HWY.
ROAD 252
VAL MILLER RD.
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OAK SPRINGS RD.
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44
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JUNIPER
ROAD
204 BATTY RD.
WAPINITIA 224
OLD
LN.
218
KELLY CUT OFF
HWY.
WAPINITIA
DELORE RD.
244
212 ENDERSBY CUT OFF
222 PASTURE ROAD
210 ROAD
BLM
T5S

FEDERAL AID PROJECT REQUEST

Date April 7, 1981

Applicant Agency Wasco County

Request for: Off-System , FAS-C , FAUS Project HBR-FAS-C

Federal Aid Route No. B 407 Spur Route Name

Project Name White River Bridge No. 65C64.

Project Length Project Location (Attach sketch map)

Project Description Replace existing steel truss bridge located 1.0 miles east of Tygh Valley.

Average Daily Traffic 300 Design Speed 40

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width Travel Lanes Shoulders
Medians Parking
Sidewalks
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width Travel Lanes Shoulders
Medians Parking
Curbed Length Curb Radii
Sidewalk/Bikeway
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971
Yes No X

3. Will additional right-of-way be needed? Yes No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Applicant

4. Permanent Striping:

Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 1 mile east of Tygh Valley, over White River on FAS B-407 Spur

Type Steel truss

Approach Roadway Width 30' A.C. Shoulder Width 1' gravel

Length 120' Width 19.3 out to out

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 120' Width 32'

Are sidewalk/bikeways desired: No.

Are any utilities to be attached to structure? Water line

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the ~~city~~ or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Wasco County Road Department Office
2.	Environmental	Wasco County Road Department Office
3.	Public Hearing	Wasco County Road Department Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X Consultant ______

Subject to change (consultant) depending on State work load.

2. Project construction engineering to be performed by:

Applicant________ State X . Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: County to perform grading work (above structural excavation backfill) and pave approaches. Will also close road and provide detour.

4. Applicant's estimate of cost for requested project:

~~Roadway Work~~ Remove old bridge	$ 24,000.
Right-of-way costs (if participating)	- -
Traffic control	- -
Illumination	- -
Structures	185,000.
Railroad	- -
Other Const. Engrg. and Contingencies (49%)	83,600.
Preliminary engineering 15%	31,400.
PROJECT TOTAL	$ 324,000.

Remarks Bridge design at no cost to County.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Wasco COUN

By________ By

By________ By

By

(1976)

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section White River Bridge # 65C64

Date April 13 19 82

Highway FAS-C B-407 Spur

Authorization No. 1

County Wasco

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

Approximately 1.0 miles east of Tygh Valley on B-407 spur.

Proposed:

Replace existing 120 ft. long steel truss bridge with a concrete, single span structure, 32 ft. wide, of comparable length.

Purpose of survey:

Prepare plans, specifications and cost estimate for an HBR project.

		Estimate of Cos
Field Survey	(901)	
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $........

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem). . ...

Requests made by: /

.... Field Engineer

Recommended for Approval:

.... Regional Engineer

Recommended for Approval:

.... Location Engineer

Approved:

.... Assistant State Highway Engineer

SP*23604-734

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DRAFT

DATE 4/13/81

PREFIX

1 - IDENTIFICATION

PROJECT NAME White River Bridge No. 65C64

HIGHWAY NAME Wasco County Road - FAS B-407 Spur	HIGHWAY NUMBER B-407 Spur

REGION 4	ADMINISTRATIVE DISTRICT 9	COUNTY Wasco	CITY --

LENGTH 0.1	MILEPOST NUMBER TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO	IF YES, UNIT OF GOVERNMENT Wasco County

TYPE OF FUNDS
☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER HBR - FAS

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace existing steel truss bridge located 1.0 miles east of Tygh Valley.

Counto to perform grading work (above and beyond structural excavation backfill) and pave approaches. Will also close road and provide detour during construction.

County requests a single span structure.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 300 1980	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 40	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12' A.C.	2 - 12' A.C.
SHOULDERS	2 - 3' A.C., 1' gravel	2 - 3' A.C., 1' gravel
MEDIANS	none	none
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	"
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River White River	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☐	☒
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type ________________________

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	________
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	________
CORRIDOR APPROVAL	( )	________
FIELD SURVEY	(4)	________
PRELIMINARY DESIGN	( )	________
DESIGN APPROVAL/FINAL EIS	( )	________
RIGHT-OF-WAY DESCRIPTIONS	( )	________
RIGHT-OF-WAY ACQUISITION	( )	________
P.S. & E. DOCUMENTS	( )	________

RECOMMENDED CONSTRUCTION DATE	________ (Region)	________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
At bridge ends:		
Stone base	12"	
Cold-mix A.C.	4"	

7 - TYPICAL SECTION AND LOCATION

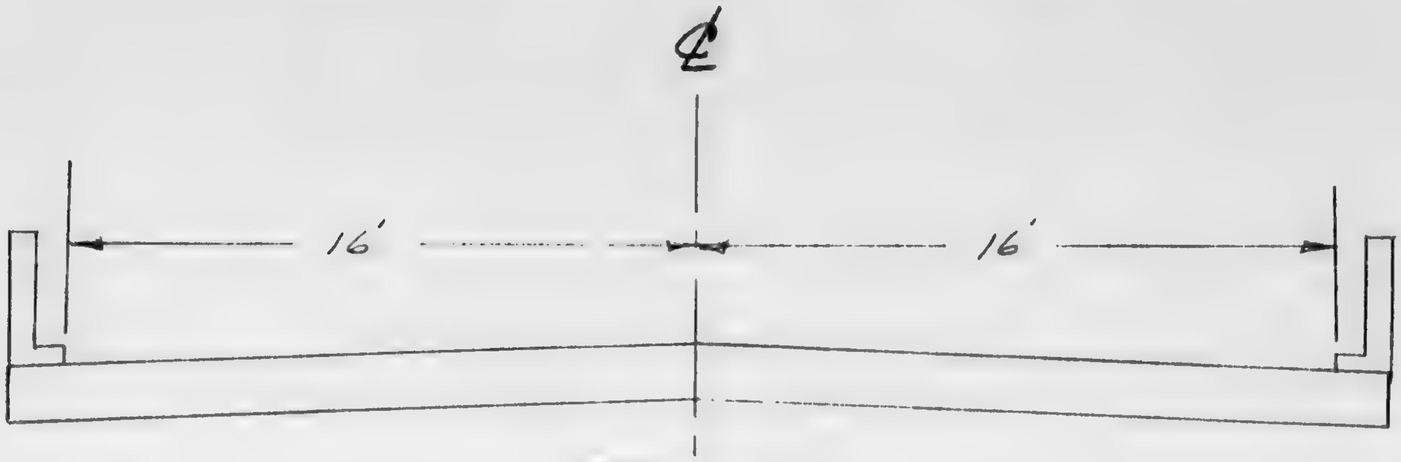
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

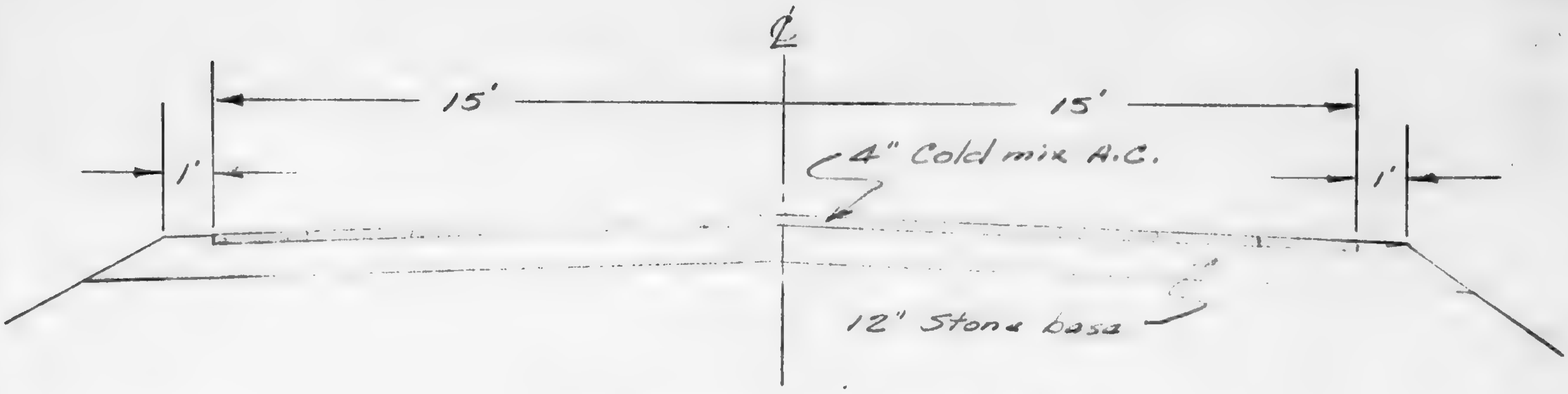
	REGION	SALEM
PRELIMINARY ENGINEERING	31,400	
RIGHT OF WAY		
TRAFFIC CONTROL County		
ILLUMINATION		
STRUCTURES Incl. old bridge removal	209,000.	
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES	83,600.	
PROJECT TOTAL	$324,000.	

SUBMITTED BY J. R. Hagedorn, Region Federal Aid Engineer

TYPICAL SECTIONS



BRIDGE


℄
15'
15'
1'
1'
4" Cold mix A.C.
12" Stone base

EXISTING AT WEST END
FUTURE AT EAST END

[illegible]

B-407 SPUR
[illegible] COUNTY
[illegible]

1982 SW Lombard Ave.-SW 107th 9571
Ave. (Beaverton). (Traffic Signal
Interconnect Installation).

CdA 7570 10-5-82

Smead
No. 2-152-5L
HASTINGS, MN
GELES-CHICAGO-L
EGOR, TX-LOCUST GR
U.S.A.

1X-9228(4)

8/5/85

Do not bill Beaverton $36.08 for additional share processed w/ delayed Payroll transfers on JV 92615. It would cost more to bill & collect than $36.08.

JP

Approved Frank R Graff

The City of Beaverton received a final accounting and a refund on this project 2-5-85. The additional cost were from a payroll transfer made in April of 85.

7571

(ORIGINAL)

34-1949

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS AS AMENDED

4-4-85

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg. - Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ Post FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 8-26-81
TO 10-26-82

FEDERAL AID PROJECT NO.
IX-9228(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$7,497.34	$7,397.14	85%	$6,287.57	$6,287.57	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	4-4-85	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Lombard Ave.-S.W. 110th Ave. (Beaverton) **Beaverton Hillsdale Highway** **Washington County**					
	Preliminary Engineering Type Code P.E.					
	State	All Required			7,397.14	
	Nonparticipating Project Cost					
	State	All Required			100.20	
	Total Project Cost				$7,497.34	
	Prepared based on Participating Costs as shown on the Federal Billing as of 4-11-85					
	AMOUNT CARRIED FORWARD					

```
                         034  1920   920   00 P 1       46 60      14,[illegible] 55     1,[illegible] 72
                         034  1920   923   00 P 1                                     80 1[illegible]
                         034  1920   924   00 P 1                                  3,386 23
                         034  1920   925   00 F 1                    40 61            72 86
                         034  1920   932   00 P 1                     2 53         5,211 25
                         034  1920   933   00 P 1                                     53 25
                         034  1920   933   00 N 1                 1,267 90        24,495 70
                         034  1920   935   00 P 1                23,152 19        24,411 94
                         034  1920   938   00 P 1      669 83       283 66           283 66
                         034  1920   938   00 N 1                 1,580 41         2,478 01
                         034  1920   950   00 P 1      398 44     1,499 95         5,934 02
                         034  1920   950   00 P 1                84,332 06       205,769 24
                                     TOT      P1     2,662 87       711 90         5,[illegible]4 44
                                     TOT      N1
                            ** JOB TOTALS **         2,662 87 **  84,843 96 **   205,903 58 **

                                                                                              STATE
SW LOMBARD-SW 110 E     CONT NO   * FA PROJ NOS X10 [illegible]28004 100
                                                                 1,173 69         1,173 69
                         034  1949   295   00 N 9    204 45CR    1,378 14CR       2,461 26CR
                         034  1949   296   00 N 9    204 45        204 45           [illegible]
                         034  1949   385   00 N 9                                   267 21
                         034  1949   901   00 P 1                                   100 20
                         034  1949   902   00 N 1

                                                                              MAY 1985       PAGE [illegible]
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                                 FISCAL       GRAND TOTAL
     DESCRIPTION             PREFIX FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE       TO DATE
                                                                                                881 33
                         034  1949   905   00 P 1                                         2,575 42
                         034  1949   911   00 P                                             606 18
                         034  1949   920   00 P 1                           240 5[illegible]        1,651 02
                         034  1949   921   00 P 1                                              43 0[illegible]
                         034  1949   922   00 P 1                                              10 36
                         034  1949   932   00 P 1                           240 53          7,397 14
                                     TOT      P1                                            100 20
                                     TOT      N1
                            ** JOB TOTALS **                  **            240 53 **       7,45[illegible] 34 **

                                                                                                        STATE
SUNSET HWY @ HELVETIA RD   CONT NO   * FA PROJ NOS HES 2702012 100 F   2702012
                                                                         106,[illegible]5 43CR   160,303 14CR
                         034  1950   296   00 N 9   53,446 14CR      108,[illegible]5 [illegible]     160,30[illegible] 14
                         034  1950   298   00 N 9   53,446 14          1,959 63CR       1,010 21
                         034  1950   901   00 P 1                      3,269 84         6,175 09
                         034  1950   901   00 P 2                         [illegible]5 30CR
                         034  1950   902   00 P 1                         75 60            5 60
                         034  1950   902   00 P 2                      1,590 47        18,552 [illegible]
                         034  1950   905   00 P 1                     16,9[illegible] 40      16,9[illegible] 40
                         034  1950   905   00 P 2                     15,0[illegible] 45      14,97[illegible]
                         034  1950   906   00 P 1                     1[illegible]          19,900 21
                         034  1950   906   00 P 2                        [illegible]              [illegible]CR
                         034  1950   907   00 P 1
```

801
BILLING NUMBER 48

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

06/13/85

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
034-1920	1	F	-0032-011 APPR-010	139,765.00	205,903.68	205,369.24	88.18	181,094.60	139,765.00	41,329.60 B	
034-1949	1*	X10	-9228-004 APPR-772	6,287.57	7,497.34	7,397.14	85.00	6,287.57	6,287.57		
034-1950	1	HES	-2702-012 APPR-141	65,731.00	70,112.20	69,984.60	90.00	62,986.14	62,986.14		
	2	F	-2702-012 APPR-010	97,317.00	113,321.46	113,321.46	88.15	99,892.87	97,317.00	2,575.87 B	
034-1950	PREFIX TOTALS			163,048.00	183,438.66	183,306.06		162,879.01	160,303.14	2,575.87	
034-1953	1	F	-0032-012 APPR-010	43,649.00	64,078.90	63,438.30	88.18	55,939.39	43,649.00	12,290.89 B	
034-1954	1	HES	-0032-013 APPR-141	540.00	472.71	466.81	90.00	420.13	420.13		
034-1955	1*	BRS	-A677-003 APPR-114				80.00				
034-1956	1	F	-2702-015 APPR-010	25,122.00	36,938.60	36,935.78	88.15	32,558.89	25,122.00	7,436.89 B	
034-1957	1	HES	-0903-010 APPR-141	37,710.00	32,258.86	32,255.65	90.00	29,030.09	28,364.05		666.04
034-1959	1	F	-0903-011 APPR-010	46,895.00	76,983.39	76,447.01	88.15	67,388.04	46,895.00	20,493.04 B	
034-1961	1	HES	-2702-016 APPR-141	5,800.00	5,156.33	5,156.33	90.00	4,640.70	4,640.70		
034-1962	1	F	-2702-021 APPR-010	188,000.00	18,301.65	18,182.65	88.15	16,028.01	13,758.42		2,269.59
034-1963	1	F	-2702-023 APPR-010	201,981.00	151,635.35	151,595.35	88.15	133,631.30	125,143.97		8,487.33
034-1964	1	HES	-9244-002 APPR-141	13,500.00	281.82	281.82	90.00	253.64	253.64		
034-1965	1	HES	-0032-015 APPR-141	18,540.00	16,292.66	16,292.66	90.00	14,663.39	14,568.99		94.40
034-1966	1	F	-0903-012 APPR-010	21,596.00	5,631.72	5,631.72	88.15	4,964.36	4,515.52		448.84
034-1967	1	F	-2702-024 APPR-010	94,585.00	1,913.49	1,913.49	88.15	1,686.74	1,517.30		169.44
034-1968	1	F	-2702-026 APPR-010	172,712.00	96,077.25	95,651.79	88.15	84,317.05	77,365.79		6,951.26
034-1969	1	F	-2702-027 APPR-010		4,934.28	4,934.28	88.15	4,349.57		4,349.57 A	
034-1970	1	HES	-0032-016 APPR-141	16,785.00			90.00				
034-1990	1	XI	-0032-007 APPR-823	154,045.00	177,747.57	174,285.12	85.00	148,142.35	146,505.66		1,636.69
	2	X10	-0032-007 APPR-580	33,210.00	39,070.59	39,070.59	85.00	33,210.00	33,210.00		
034-1990	PREFIX TOTALS			187,255.00	216,818.16	213,355.71		181,352.35	179,715.66		1,636.69
034-1991	1*	TQF	-0903-007 APPR-T24	3,511.03	4,381.17	4,093.54	85.77	3,511.03	3,511.03		
035-1960	1	F	-0006-006 APPR-010	12,723.32	18,839.11	14,433.72	88.15	12,723.32	12,723.32		

7571

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER

DATE 2-6-85

PURCHASE ORDER NUMBER

☐ PARTIAL ☒ FINAL

PRIOR REQUEST NUMBER

BILLING REQUEST NUMBER CA13854

CODE

CREDIT DISTRIBUTION
324.02 1,660.00

BILL TO:

City of Beaverton
4950 S.W. Hall Boulevard
Beaverton, Oregon 97005

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on IX-9228 (4) (5), S.W. Lombard Ave. - S.W. 110th Ave. Beaverton/Hillsdale Hwy. Agreement # 7570	
Total Project Cost	$84,138.21
Less: Federal Funds	<71,380.11>
Less: Advance Deposit	<13,660.00>
Refund Due	901.90

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
4 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Gary Zehner PH: 3786011 FOR CORRECTNESS OF CHARGES
OR Diane Golida PH: 3785035 PREPARER OF INVOICE

BEAVCOF 4328

Advance Deposit Amount	$ 13,660.00
Advance Deposit Previously Transferred to Highway Fund	$ 12,000.00
Balance	$ 1,660.00
Transfer to Highway Fund	$ 758.10
Refund Due	$ 901.90

Refund ~~AMOUNT DUE~~ $

SUBMITTED BY
Diane Golida

APPROVED BY
V.E. Skoog

1571

OREGON STATE HIGHWAY DIVISION

Rev. 1-25-85

ITEMIZED STATEMENT OF FINAL COSTS DATE: DECEMBER 20, 1984

CITY: BEAVERTON AGREEMENT NO: 7570 PROJECT NO: IX-9228(4)(5)

CONTRACT NO: 9571 SECTION: S.W. Lombard Ave.-S.W. 110th Ave. Beaverton/Hillsdale Hwy.

PRELIMINARY ENGINEERING (PREFIX 34-1949):

Project Manager	$ 367.21	
Citizen Involvement (Non-Participating)	100.20	
Final Design	881.88	
Traffic Section	3,935.42	
Program Section	608.18	
Specifications	~~1,310.49~~	1,551.02
Administrative Services	43.07	
R/W Utility Engineer	10.36	
TOTAL P.E. COST	$ ~~7,256.81~~	7,497.34

CONSTRUCTION (PREFIX NO. 34-1080):

Payment to Contractor	$ 59,091.04
Interest on Final Payment (Non-Participating)	32.91
SFO #1 Signing and Striping	1,522.84
SFO #2 Signal Controller Testing	6,594.00
Construction Engineering ($28.50 Non-Participating)	7,891.34
Program Section	35.59
Salem Lab	347.72
Portland Lab	185.27
Technical Services	335.57
Construction Section	193.26
Region Office	651.86
TOTAL CONST. COST	$ 76,881.40

SUMMARY:

Total P.E. Cost	$ ~~7,256.81~~	7,497.34
Total Const. Cost	76,881.40	
TOTAL PROJECT COST	$ ~~84,138.21~~	84,378.74
Less Federal Funds:		
P.E.	~~(6,083.12)~~	6,287.57
Const.	(65,296.99)	
TOTAL CITY SHARE	$ ~~12,758.10~~	12,794.18
City Advance Deposit 12-10-82	13,660.00	
REFUND DUE CITY	$ 901.90	865.82

GEZ:bkb

36.08

Not billed
to city by
[illegible] Sec.
Mr. Frank Griffith
Note

9571

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: DECEMBER 20, 1984

CITY: BEAVERTON AGREEMENT NO: 7570 PROJECT NO: IX-9228(4)(5)

CONTRACT NO: 9571 SECTION: S.W. Lombard Ave.-S.W. 110th Ave. Beaverton/Hillsdale Hwy.

PRELIMINARY ENGINEERING (PREFIX 34-1949):	
Project Manager	$ 367.21
Citizen Involvement (Non-Participating)	100.20
Final Design	881.88
Traffic Section	3,935.42
Program Section	608.18
Specifications	1,310.49
Administrative Services	43.07
R/W Utility Engineer	10.36
TOTAL P.E. COST	$ 7,256.81
CONSTRUCTION (PREFIX NO. 34-1080):	
Payment to Contractor	$ 59,091.04
Interest on Final Payment (Non-Participating)	32.91
SFO #1 Signing and Striping	1,522.84
SFO #2 Signal Controller Testing	6,594.00
Construction Engineering ($28.50 Non-Participating)	7,891.34
Program Section	35.59
Salem Lab	347.72
Portland Lab	185.27
Technical Services	335.57
Construction Section	193.26
Region Office	651.86
TOTAL CONST. COST	$ 76,936.52
SUMMARY:	
Total P.E. Cost	$ 7,256.81
Total Const. Cost	76,936.52
TOTAL PROJECT COST	$ 84,193.33
Less Federal Funds:	
P.E.	(6,083.12)
Const.	(65,296.99)
TOTAL CITY SHARE	$ 12,813.22
City Advance Deposit 12-10-82	13,660.00
REFUND DUE CITY	$ 846.78

GEZ:bkb

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                         034   1071      960      00 N 1                                                115.29       83     83
                         034   1071      960      00 N 2                                                146.73       83     83
                         034   1071      985      00 P 1                                                 36.11       82     82
                         034   1071      985      00 P 2                                                 45.96       82     82
                                         TOT      P1                                    32.22       420,174.46
                                         TOT      P2                                    41.01       520,913.63
                                         TOT      N1                                                 20,257.43
                                         TOT      N2                                                  9,188.10
                                      ** JOB TOTALS **                      **          73.23  **   970,533.62  **

SW LOMBARD AVE-SW 107TH       CONT NO 9571 & FA PROJ NOS X10 9228005 100                                         STATE
                         034   1080      201      00 P 1                                             59 091.04       83     83
                         034   1080      206      00 N 1                                                 32.91       83     83
                         034   1080      270      01 P 1                                              1,522.84       83     83
                         034   1080      270      03 P 1                                              6,594.00       83     83
                         034   1080      295      00 N 9                                             12,000.00       83     83
                         034   1080      296      00 N 9                                             77,296.99CR     83     84
                         034   1080      298      00 N 9                                             65,296.99       83     84
                         034   1080      900      00 P 1                                              7,825.75       82     83
                         034   1080      900      00 N 1                                                 28.50       83     83
                         034   1080      920      00 P 1                                                 35.59       83     83
                         034   1080      940      00 P 1                                                347.72       83     84
                         034   1080      941      00 P 1                                                185.27       83     83
                         034   1080      944      00 P 1                                                335.57       83     83
                         034   1080      945      00 P 1                                                193.26       83     83
                         034   1080      946      00 P 1                                                651.86       83     83
                         034   1080      948      00 P 1                                                 37.09       83     83
                         034   1080      960      00 N 1                                                             83     84

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  NOVEMBER 1984         PAGE 158

     DESCRIPTION                   PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH        FISCAL         GRAND TOTAL        ACTIVE YRS
                                                                                  YEAR TO DATE       TO DATE          BEG    END

                                         TOT      P1                                                 76,819.99
                                         TOT      N1                                    55.12CR          61.41
                                      ** JOB TOTALS **                      **          55.12CR**    76,881.40  **

TV HWY-SW 198TH AV SEC        CONT NO        FA PROJ NOS HES 0032013 100                                         STATE
                         034   1083      270      01 P 1                                              3,583.26       83     84
                         034   1083      296      00 N 9                                 96           3,240.59CR     83     84
                         034   1083      298      00 N 9                                 96CR         3,240.59       83     84
                         034   1083      920      00 P 1                                                 17.39       83     84
                                         TOT      P1                                                  3,600.65
                                      ** JOB TOTALS **                      **                **      3,600.65  **

GALES CR-SUNSET HWY           CONT NO 9657   FA PROJ NOS F   0035011 100                                         STATE
                         034   1088      201      00 P 1                  6,464.92       1,054,722.12                 83     84
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55,12CR

11-84

9571

BILLING NUMBER 25

FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	2	HES -2702-006 APPR-141	408,201.00	451,686.12	450,987.06	90.00	405,888.35	405,888.35		
	3	F -2702-006 APPR-010	858,638.00	698,405.11	696,869.85	88.15	614,290.77	614,290.77		
	5	XI -2702-006 APPR-823		13.70		85.00				
	6	HES -2702-006 APPR-141		17.43		90.00				
034-1047		PREFIX TOTALS	1684,189.00	1596,754.56	1592,604.50		1398,214.57	1398,214.57		
034-1056	1#	F -2702-009 APPR-010	912,882.55	1036,065.87	1035,248.98	88.18	912,882.55	912,882.55		
	8#	F -2702-009 APPR-010	511.37	579.92	579.92	88.18	511.37	511.37		
034-1056		PREFIX TOTALS	913,393.92	1036,645.79	1035,828.90		913,393.92	913,393.92		
034-1066	1#	F -0032-010 APPR-010				88.15				
034-1067	1#	X10 -0903-009 APPR-772	32,175.52	49,652.36	37,853.55	85.00	32,175.52	32,175.52		
034-1071	1	HES -2702-007 APPR-141	385,200.00	440,431.89	420,174.46	90.00	378,157.01	378,157.01		
	2	F -2702-007 APPR-010	462,357.00	530,101.73	520,913.63	88.18	459,341.64	459,341.64		
034-1071		PREFIX TOTALS	847,557.00	970,533.62	941,088.09		837,498.65	837,498.65		
034-1080	1#	X10 -9228-005 APPR-580	65,296.99	76,881.40	76,819.99	85.00	65,296.99	65,296.99		
034-1083	1	HES -0032-013 APPR-141	6,300.00	3,600.65	3,600.65	90.00	3,240.59	3,240.59		
034-1088	1	F -0035-011 APPR-010	1071,022.00	1176,092.57	1170,543.37	88.15	1031,833.98	1031,833.98		
034-1098	1	HES -2702-012 APPR-141	31,950.00	34,610.72	34,401.32	90.00	30,961.19	30,961.19		
035-1037	1#	F -8802-007 APPR-010	950,659.55	1078,984.42	1078,089.76	88.18	950,659.55	950,659.55		
035-1038	1*	F -0006-007 APPR-010	137,185.96	158,728.91	155,627.86	88.15	137,185.96	137,185.96		
035-1039	1	BRF -8802-012 APPR-118	32,738.00	39,728.98	39,728.98	80.00	31,783.18	31,783.18		
036-1090	1	HES -0023-005 APPR-141	304,483.00	339,860.55	338,183.88	90.00	304,365.49	304,372.86		7.37CR
	2	HES -0023-005 APPR-141		4,718.40	4,718.40					
036-1090		PREFIX TOTALS	304,483.00	344,578.95	342,902.28		304,365.49	304,372.86		7.37CR
036-1091	1L	F -0023-007 APPR-010	1950,039.13	1922,095.82	1921,349.98	88.15	1693,670.01	1887,108.79	213,433.13 L	19,994.35
	8L	F -0023-007 APPR-010	17,707.47	4,134.21	4,126.68	88.15	3,637.67	3,715.14	77.47 L	
036-1091		PREFIX TOTALS	1967,746.60	1926,230.03	1925,476.66		1697,307.68	1890,823.93		19,994.35

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        NOVEMBER 1984       PAGE  735

                                                                                    FISCAL          GRAND TOTAL
     DESCRIPTION                            PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH      YEAR TO DATE        TO DATE

 SE21-SEOAK (HILLSBORO)            CONT NO        FA PROJ NOS F     0032011 100                                                STATE
                                      034     1920      296       00 N 9       3.562.16CR        16.711.48CR       120,387.09CR
                                      034     1920      298       00 N 9       3.562.16          16.711.48         120.387.09
                                      034     1920      901       00 P 1       4.022.85          10,332.41          61.310.41
                                      034     1920      901       00 N 1                                             159.61
                                      034     1920      902       00 P 1                                           5.123.41
                                      034     1920      910       00 P 1                                             701.95
                                      034     1920      911       00 P 1                                           1.735.43
                                      034     1920      913       00 P 1         852.77           1.424.12          9.559.45
                                      034     1920      913       00 N 1                                               9.68
                                      034     1920      914       00 P 1                                             584.24
                                      034     1920      916       00 P 1                                          12,525.97
                                      034     1920      918       00 P 1                                             480.46
                                      034     1920      920       C0 P 1                                              16.48
                                      034     1920      923       00 P 1       4.555.85           5.333.58          7.602.89
                                      034     1920      924       00 P 1                                              30.17
                                      034     1920      925       00 P 1                                           3,386.23
                                      034     1920      932       00 P 1                                              32.25
                                      034     1920      933       00 P 1                                           5.208.73
                                      034     1920      933       00 N 1                                              53.25
                                      034     1920      936       00 P 1                                          23,227.80
                                      034     1920      938       00 P 1         301.45           7,996.29          9,256.04
                                      034     1920      938       00 N 1         193.96             283.66            283.66
                                      034     1920      950       00 P 1         487.10             487.10          1.344.70
                                      034     1920      980       00 P 1                            133.00          4.567.07
                                                        TOT       P1          10,220.02          25.706.50        146.743.68
                                                        TOT       N1             193.96             283.66            506.20
                                                     ** JOB TOTALS **         10,413.98   **     25.990.16   **   147.249.88   **

 SW LOMBARD-SW 110 AVE             CONT NO      * FA PROJ NOS X10 9228004 100                                                  STATE
                                      034     1949      296       00 N 9                                           6.083.12CR
                                      034     1949      298       00 N 9                                           6.083.12
                                      034     1949      901       00 P 1                                             367.21
                                      034     1949      902       00 N 1                                             100.20
                                      034     1949      905       00 P 1                                             881.88
                                      034     1949      911       00 P 1                                           3.935.42
                                      034     1949      920       00 P 1                                             608.18
                                      034     1949      921       00 P 1                                           1.310.49
                                      034     1949      922       00 P 1                                              43.07
                                      034     1949      932       00 P 1                                              10.36
                                                        TOT       P1                                               7.156.61
                                                        TOT       N1                                                 100.20
                                                     ** JOB TOTALS **                     **                **     7.256.81   **

 SUNSET HWY @ HELVETIA RD          CONT NO      * FA PROJ NOS HES 2702012 100 F    2702012                                     STATE
                                      034     1950      296       00 N 9                         55.329.29CR       106.857.00CR
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801
BILLING NUMBER 25

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

12/27/84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
031-1965	1	FFR -0007-015 APPR-A95	50,255.00	2,214.40	2,214.40	95.00	2,103.68	2,103.68		
032-1906	1	F -0083-002 APPR-010	23,095.00	28,537.09	28,462.01	88.15	25,089.26	23,095.00	1,994.26 B	
032-1907	1	F -0007-013 APPR-010	47,160.00	54,639.29	54,213.07	88.15	47,788.82	47,160.00	628.82 B	
032-1909	1	BRF -0007-014 APPR-118	25,520.00	14,191.65	13,844.24	80.00	11,075.39	11,075.39		
032-1910	1	F -0007-016 APPR-010	71,400.00	73.11	73.11	88.15	64.45	64.45		
033-1939	1	F -0044-001 APPR-010	19,481.00	3,868.88	3,868.88	88.15	3,410.42	3,410.42		
033-1941	1#	F -0012-001 APPR-010	2,093.72	2,374.37	2,374.37	88.18	2,093.72	2,093.72		
033-1944	1	HES -0012-002 APPR-141	23,445.00	24,131.62	24,131.62	90.00	21,718.46	21,718.46		
033-1949	1#	F -0404-002 APPR-010	4,407.00	1,995.80	1,995.80	88.15	1,759.30	1,759.30		
033-1950	1	F -0044-005 APPR-010	83,801.00			88.15				
034-1910	1#	XI -0318-014 APPR-823	22,777.51	29,166.84	26,547.21	85.80	22,777.51	22,777.51		
	2#	U -0318-014 APPR-032	196,482.00	229,000.00	229,000.00	85.80	196,482.00	196,482.00		
	3#	F -0318-014 APPR-010	14,146.65	16,487.94	16,487.94	85.80	14,146.65	14,146.65		
034-1910		PREFIX TOTALS	233,406.16	274,654.78	272,035.15		233,406.16	233,406.16		
034-1917	1	XI -2702-005 APPR-823	272,100.00	355,982.82	351,797.44	85.00	299,027.82	272,100.00	26,927.82 B	
	2	XIO -2702-005 APPR-580	175,000.00	234,032.64	234,032.64	85.00	198,927.74	175,000.00	23,927.74 B	
034-1917		PREFIX TOTALS	447,100.00	590,015.46	585,830.08		497,955.56	447,100.00	50,855.56	
034-1919	1	HES -2702-007 APPR-141	28,800.00	25,447.59	25,184.50	90.00	22,666.05	22,666.05		
	2	F -2702-007 APPR-010	36,594.00	41,499.21	41,499.21	88.18	36,594.00	36,594.00		
34-1919		PREFIX TOTALS	65,394.00	66,946.80	66,683.71		59,260.05	59,260.05		
034-1920	1	F -0032-011 APPR-010	139,765.00	147,259.88	146,753.68	88.18	129,407.40	129,398.58		8 82
034-1949	1#	XIO -9228-004 APPR-772	6,083.12	7,256.81	7,156.61	85.00	6,083.12	6,083.12		
034-1950	1	HES -2702-012 APPR-141	9,540.00	70,139.76	70,009.68	90.00	63,008.71	9,540.00	53,468 71 B	
	2	F -2702-012 APPR-010	97,317.00	113,321.46	113,321.46	88.15	99,892.87	97,317.00	2,575.87 B	
034-1950		PREFIX TOTALS	106,857.00	183,461.22	183,331.14		162,901.58	106,857.00	56.044 58	
034-1953	1	F -0032-012 APPR-010	43,649.00	55,259.37	54,618.77	88.18	48.162.83	43,649.00	4,513.83 B	

STATE COPY cc: OSHD (Coulter)

SC

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 9/5/84	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9228(5)
COMPLETION DATE (Actual) 5/20/83	ACCEPTANCE DATE BY CONRTACT AGENCY 8/31/83	TIME ELAPSED 100 %	CONTRACT TIME 100 days

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SW LOMBARD AVE - SW 107th AVE (BFAVERTON)
BEAVERTON - HILLSDALE HIGHWAY
Traffic Signal Inerconnect

This project provided for new controllers at 5 intersections and a mastercontroller. Existing signal heads, loops etc. were utilized.

The final cost of $78,000 underran the original authorization by 2%.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 1 '84
REFER TO
Fredrickson
FOR
Info R/D

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 9/27/84	TITLE Field Operations Engineer	DATE 9/27/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon IX-9228(5)
9571 - PA No. 1
SW Lombard Ave-SW 107th Ave
Beaverton-Hillsdale Highway

Date: October 18, 1983

From: Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. C. T. Keasey, Construction Engineer
Salem, Oregon

Mr. Keasey's October 10, memorandum requests FHWA concurrence in the subject price agreement.

The price agreement is a negotiated settlement for the contractor's request of payment for some 15 isolators.

Page 36 of the contract special provisions indicate the contractor is to furnish the isolators.

I do not concur with the subject price agreement.

G. K.
for Dale E. Wilken

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO Keasey
FOR

Info	Invs	R/D	D/R	Sign	Act	File
					✓	

Orig. to
10/24

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 8-83	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County WASHINGTON
PROJECT REPORT NUMBER		Project Number F-79 (9)
MODIFICATION NUMBER		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 20, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,700.00	$ 1[illegible],[illegible]71.[illegible]
Federal funds	$ 8,245.00	$ 111,[illegible]7[illegible].[illegible]
Other revisions		

This modification is made for the following reasons: to add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A Potter

Manager, Program Section
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale F. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 25, 1983

Federal-Aid Project No. F-79(9)

Allen Boulevard Interchange Section
Beaverton-Tigard Highway
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PENG

Preliminary Engineering		All Required		$	9,700.00

Type Code Y003
Landscaping (Sta. 216+50 to Sta. 232+50)

Mobilization		All Required		$	1,312.00
Temporary Protection and Direction of Traffic		All Required			450.00
Temporary Signs	176	Sq. Ft.	6.00		1,056.00
Temporary Barricades	2	Each	150.00		300.00
Flagmen	100	Hour	15.25		1,525.00
Removal of Structures and Obstructions		All Required			655.00
Furnishing and Placing Topsoil	254	Cu. Yd.	14.50		3,683.00
Type CL-6R Chain Link Fence with Pickets	66	Lin. Ft.	27.90		1,841.40
Concrete Walks	147	Sq. Yd.	31.00		4,557.00
Concrete Curbs	265	Lin. Ft.	9.00		2,385.00
Furnishing and Planting Conifer Trees	9	Each	44.00		396.00
Furnishing and Planting 1 3/4" Deciduous Trees	15	Each	45.00		675.00
Furnishing and Planting 1 1/4" Deciduous Trees	23	Each	61.00		1,403.00
Furnishing and Planting Espalier Shrubs	3	Each	45.00		135.00
Furnishing and Planting Shrubs	3,308	Each	9.95		32,914.60
Furnishing and Planting Groundcover	8,575	Each	0.50		4,287.50
Bark Mulch	77	Unit	137.00		10,549.00
Lawn Edging	1,185	Lin. Ft.	1.75		2,073.75
Fertilize Roadside Areas	3	Acre	178.00		534.00
Lawn Construction	4,560	Sq. Yd.	0.37		1,687.20
Irrigation System		All Required			26,903.00
			Subtotal	$	99,322.45
			Engineering		13,408.55
			Total	$	112,731.00

Length of Project			0.00 mi.

Work Retained in Program

1 1/2" Water Meter Installed	All Required		$ 1,785.00
Water During Establishment Period	All Required		2,215.00
		Subtotal	$ 4,000.00
		Engineering	540.00
		Total	$ 4,540.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,700.00	$ 8,245.00	$ 1,455.00
Landscaping	112,731.00	99,372.00	13,359.00
Reserve	4,540.00	3,859.00	681.00
Total	$ 126,971.00	$ 111,476.00	$ 15,495.00

Group I 98%; Group 8 2%
Contract No. 9671
Prefix: 134-1921
Prefix: 134-1089

2

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 10-150	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** October 21, 1982	State Oregon County Washington Project No. IX-79(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 217, 0.54 mi. N. of SCL Beaverton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-5-82	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT $ 9,700.00	FEDERAL FUNDS $ 8,245.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 10-21-82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE O APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon October 13, 1982

Federal-Aid Project
No. IX-79(9)

Allen Blvd. Intchge. Section
Beaverton-Tigard Hwy.
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 9,700.00
	TOTAL	$ 9,700.00

Length of Project ---------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,700.00	$ 8,245.00	$ 1,455.00
Retain in Program			
Contract Work	50,000.00	42,500.00	7,500.00
TOTAL	$59,700.00	$50,745.00	$ 8,955.00

Group 1 100%
Prefix: 134-1921

cn 9-71

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9228(5)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA- Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10196

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
6-1-83

8. FEDERAL ROUTE NUMBER
FAU 9228

9. STATE ROUTE NUMBER
Primary 40

10. GENERAL LOCATION:

S. W. Lombard Ave - S. W. 110th Avenue (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK

Permanent signing and striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6-1-83 as requested in Mr. Keasey's letter of 6-29-83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $2,500, Federal funds $2,125.

RECEIVED
STATE HWY ENGR
JUL 13 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig
7/14

14. DATE
7-6-83

15. SIGNATURE OF APPROVING OFFICIAL
G. K.

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9571

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION S.W. LOMBARD AVE. - S.W. 107TH AVE. (BEAVERTON) SEC.	WEEK ENDING JUNE 4, 1983	SECTION PREFIX 34-1080
HIGHWAY BEAVERTON-HILLSDALE	COUNTY WASHINGTON	
NAME OF JOB S.W. LOMBARD AVE. - S.W. 107TH AVE.	KIND OF WORK TRAFFIC SIGNAL INTERCONNECT INSTALLATION	
CONTRACTOR HERTZ ELECTRIC, INC.	CONTRACT NUMBER 9571	FEDERAL AID PROJECT NUMBER IX-9228(5)
DATE OF CONTRACT DECEMBER 10, 1982	DATE WORK STARTED FEBRUARY 17, 1983	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 150	WORK DAYS USED CALENDAR DAYS USED 150
PROJECT AUTHORIZATION: $ 79,669.10	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 72,711.10	ENGINEERING AUTHORIZATION $ 6,958.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 70,019.72	ENGINEERING COST TO DATE $ 6,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: XXXXX UNDERRUN 3.7 %	PERCENT OF AUTHORIZATION 93 %	DATE PROJECT WAS COMPLETED: MAY 20, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A	N/A	100	100	100	N/A		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	TRAFFIC SIGNAL INTERCONNECT INSTALLATION							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	FAIR	0		CALENDAR DAY CHARGES ENDED ON MAY 20, 1983.
MONDAY 30	FAIR	0		
TUESDAY 31	FAIR	0		
WEDNESDAY 1	FAIR	0		
THURSDAY 2	FAIR	0		
FRIDAY 3	FAIR	0		
SATURDAY 4	FAIR	0		

K

RECEIVED
JUN 6 1983
CONSTRUCTION SECTION

MAY - JUNE	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 29	NO ACTIVITY ALL WEEK.
MONDAY 30	
TUESDAY 31	
WEDNESDAY 1	
THURSDAY 2	
FRIDAY 3	
SATURDAY 4	

REMARKS

STATUS TO DATE: THE PROJECT WAS COMPLETED FRIDAY, MAY 20, 1983 AND IS OPERATIONAL. FINAL INSPECTION WAS DONE ON MAY 31, 1983.

THERE IS A CLAIM PENDING ON THIS PROJECT AND SIGNING AND STRIPING WORK BY STATE FORCES REMAINS TO BE DONE. THE SEMI-FINAL ESTIMATE IS ON THE WAY. THE THIRD NOTIFICATION HAS BEEN SUBMITTED AND WAS DATED JUNE 1, 1983.

THIS WILL BE THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED LOCATION BEAVERTON

HOWARD R. HARRIS, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP•F216

FILE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-115	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Washington Project No. IX-9228(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. Lombard Ave.-S.W. 107th Ave.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-27-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 79,666.00	$ 67,716.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting
Program Management Engineer
(Title)

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 6, 1982

Federal-Aid Project
No. IX-9228(5)

S.W. Lombard Ave.-S.W. 107th Ave. Section
Beaverton-Hillsdale Highway
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal Interconnection (5 Locations)

Mobilization		All Required	$ 6,000.00
Temporary Protection & Direction of Traffic		All Required	2,000.00
Temporary Signs	154 Sq. Ft.	3.00	462.00
Flagmen	100 Hour	20.00	2,000.00
Removal of Structures and Obstructions		All Required	2,000.00
General Excavation	85 Cu. Yd.	6.00	510.00
Aggregate Base	130 Ton	10.00	1,300.00
Class "B" Asphalt Concrete	33 Ton	37.00	1,221.00
Concrete Walks	22 Sq. Yd.	53.00	1,166.00
Concrete Curbs	50 Lin. Ft.	20.00	1,000.00
Traffic Signal Interconnect Installation, Complete		All Required	40,621.00
			$58,280.00

Anticipated Items

Signal Controller, Testing	All Required	$ 6,500.00
Temporary Pavement Striping	All Required	1,500.00
Remove Pavement Striping	All Required	800.00
		$ 8,800.00
	SUBTOTAL	$67,080.00
	Engineering	9,726.00
	TOTAL	$76,806.00

Length of Project ---------- 0.00 mi.

Retained in Program

City Furnished Software

All Required	$ 2,500.00
SUBTOTAL	$ 2,500.00
Engineering	360.00
TOTAL	$ 2,860.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Signals	$ 76,806.00	$ 65,285.00	$ 11,521.00
Retained	2,860.00	2,431.00	429.00
TOTAL	$ 79,666.00	$ 67,716.00	$ 11,950.00

Group 1 100%
Contract No. 9571
Prefix: 34-1949
34-1080

9571

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-11-83

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO. 34-1949

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS
Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

STATE

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

VOUCHER PERIOD Oregon

FROM

TO 8/26/81

FEDERAL AID PROJECT NO.

IX-9228(4)

10/26/82 X

(*) *Use Form FHWA-1447 for Final Voucher on a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$7,256.61	$7,156.61	85.00%	$6,083.12	$6,083.12	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW DATE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon 1/11/83 Controller

P.E.

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. Lombard Ave.-S.W. 110th Ave. (Beaverton) Beaverton Hillsdale Highway Washington County					
	Preliminary Engineering Type Code P.E.					
	State	All	Required		$7,156.61	
	Nonparticipating Project Cost					
	State (P.E.)	All	Required		100.20	
	Total Project Cost				$7,256.81	
	Prepared based on Participating Costs as shown on Federal billing as of 1/13/83.					
	AMOUNT CARRIED FORWARD . .					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS
                                                                        FISCAL         GRAND TOTAL
                                                                     YEAR TO DATE        TO DATE
                     PREFIX  FUNCTION SUB F. GR  CURRENT MONTH                            175.49
     DESCRIPTION                                                                           57.34
                 034   1921     298      00 N 9                                           101.65
                 034   1921     901      00 P 1                                            36.00
                 034   1921     905      00 P 1                                           194.99
                 034   1921     910      00 P 1                                           194.99  **
                                TOT      P1                    **               **
                             ** JOB TOTALS **

                                                                                                    STATE
                            * FA PROJ NOS X10 9228004 100                    5,178.72CR       6,083.12CR
 SW LOMBARD-SW 110 AVE   CONT NO                                             5,178.72         6,083.12
                 034   1949     296      00 N 9  Tr. Ct.                       367.21           367.21
                 034   1949     298      00 N 9  " Fed                                          100.20
                 034   1949     901      00 P 1  Proj Mgr.                     881.88           881.88
                 034   1949     902      00 N 1  Citizen Inv      4.50CR     2,758.40         3,935.42
                 034   1949     905      00 P 1  Fin. Les                      463.96           608.18
                 034   1949     911      00 P 1  Tr. Sec                     1,310.49         1,310.49
                 034   1949     920      00 P 1  Prog. Sec                      43.07            43.07
                 034   1949     921      00 P 1  Specs                          10.36            10.36
                 034   1949     922      00 P 1  Adm Serv                    5,835.37         7,156.61
                 034   1949     932      00 P 1  Dist Engr.       4.50CR                        100.20
                                TOT      P1                                                   7,256.81  **
                                TOT      N1                     4.50CR**     5,835.37  **
                             ** JOB TOTALS **

                                                                                                    STATE
                              FA PROJ NOS HES 2702012 100                    7,052.45CR       9,540.00CR
 SUNSET HWY@HELVETIA RD   CONT NO                                            7,052.45         9,540.00
                 034   1950     296      00 N 9                                 78.25         2,245.31
                 034   1950     298      00 N 9                 31.44        2,943.66         3,810.41
                 034   1950     901      00 P 1               2,177.47                           86.34
                 034   1950     911      00 P 1                                                 120.01
                 034   1950     920      00 P 1                              5,303.67         5,303.67
                 034   1950     923      00 P 1                              5,810.96         5,810.96
                 034   1950     934      00 P 1                                 44.80            44.80
                 034   1950     936      00 P 1                              2,645.53         2,645.53
                 034   1950     937      00 P 1                                 58.21            58.21
                 034   1950     949      00 P 1                             16,826.87        20,067.03
                 034   1950     949      00 N 1               2,208.91          58.21            58.21
                                TOT      P1                                                  20,125.24  **
                                TOT      N1                              16,885.08  **
                             ** JOB TOTALS **                 2,208.91  **

                                                                                                    STATE
                              FA PROJ NOS F    0032012 100                  10,686.13CR      10,686.13CR
 TV HWY @ SW MURRAY BLVD  CONT NO                             673.33CR      10,686.13        10,686.13
                 034   1953     296      00 N 9                673.33        9,465.01         9,465.01
                 034   1953     298      00 N 9                279.40          276.77           276.77
                 034   1953     901      00 P 1                                516.04           516.04
                 034   1953     901      00 N 1                              1,572.79         1,572.79
                 034   1953     911      00 P 1                577.60          114.79           114.79
                 034   1953     913      00 P 1
                 034   1953     914      00 P 1
```

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
030-1932	1	F	-0081-002 APPR-010	371,464.00	279,644.73	278,887.66	85.77	239,201.95	239,201.95		
030-1948	1	F	-0019-004 APPR-010	137,903.00	118,449.98	118,153.42	85.77	101,340.19	101,054.24		285.95
030-1964	1	HES	-0030-006 APPR-141	5,040.00	5,958.79	5,858.01	90.00	5,272.21	5,040.00	232.21 B	
030-1966	1	HES	-0018-003 APPR-141	8,640.00	5,241.37	5,157.92	90.00	4,642.13	4,642.13		
030-1967	1	HES	-0081-004 APPR-141	5,400.00	4,936.31	4,852.86	90.00	4,367.57	4,367.57		
030-1969	1	HES	-0005-003 APPR-141	24,300.00	25,370.88	25,141.45	90.00	22,627.31	22,625.96		1.35
031-1939	1*	F	-0007-002 APPR-010	100,709.13	118,726.35	117,417.66	85.77	100,709.13	100,709.13		
031-1946	1*	F	-0084-002 APPR-010	8,181.68	9,376.24	9,278.38	88.18	8,181.68	8,181.68		
032-1997	1*	FG	-0007-003 APPR-A14	433.50	433.50	433.50	100.00	433.50	433.50		
033-1939	1	F	-0044-001 APPR-010	19,481.00	3,868.71	3,868.71	88.15	3,410.27	3,410.27		
033-1941	1	F	-0012-001 APPR-010	8,800.00	2,515.56	2,515.56	88.18	2,218.22	2,218.22		
033-1944	1	HES	-0012-002 APPR-141	23,445.00	23,742.00	23,742.00	90.00	21,367.80	21,233.66		134.14
034-1910	1	XI	-0318-014 APPR-823	55,770.00	29,375.18	26,547.21	85.80	22,777.51	22,777.51		
	2	U	-0318-014 APPR-032	196,482.00	229,000.00	229,000.00	85.80	196,482.00	196,482.00		
	3	F	-0318-014 APPR-010	48,436.00	16,487.94	16,487.94	85.80	14,146.65	14,146.65		
034-1910	PREFIX TOTALS			300,688.00	274,863.12	272,035.15		233,406.16	233,406.16		
034-1917	1	XI	-2702-005 APPR-823	250,000.00	265,256.53	261,751.99	85.00	222,489.19	221,575.19		914.00
034-1919	1	HES	-2702-007 APPR-141	28,800.00	25,447.59	25,184.50	90.00	22,666.05	22,666.05		
	2	F	-2702-007 APPR-010	36,594.00	41,499.21	41,499.21	88.18	36,594.00	36,594.00		
034-1919	PREFIX TOTALS			65,394.00	66,946.80	66,683.71		59,260.05	59,260.05		
034-1920	1	F	-0032-011 APPR-010	139,765.00	17,059.19	17,059.19	88.18	15,042.79	15,042.79		
034-1921	1*	HES	-2702-008 APPR-141	175.49	194.99	194.99	90.00	175.49	175.49		
034-1949	1*	XI0	-9228-004 APPR-772	6,083.12	7,256.81	7,156.61	85.00	6,083.12	6,083.12		
034-1950	1	HES	-2702-012 APPR-141	9,540.00	19,089.71	19,031.50	90.00	17,128.35	9,540.00	7,588.35 B	
034-1953	1	F	-0032-012 APPR-010	33,067.00	13,043.43	12,766.66	88.18	11,257.64	10,686.13		571.51
034-1958	1*	ROS	-2701-001 APPR-144	34,209.77	38,010.85	38,010.85	90.00	34,209.77	34,209.77		

(ORIGINAL) 34-1080

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITAL BUILDING, SALEM, OR 97310

PAID BY
(For use of Paying Office)

STATE
OREGON

VOUCHER PERIOD
FROM 10-27-82
TO 9-27-84

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9228(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$76,881.40	$76,819.99	85%	$65,296.99	$65,296.99	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
OREGON

DATE
10-16-84

SIGNATURE OF AUTHORIZED OFFICIAL
CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. LOMBARD AVE. - S.W. 107TH AVE. SECTION BEAVERTON-HILLSDALE HIGHWAY WASHINGTON COUNTY					
	CONSTRUCTION TYPE CODE Y031 TRAFFIC SIGNAL INTERCONNECTION (5 LOCATIONS)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$59,091.04	
SFO	#1 PROVIDE SIGNING AND STRIPING (STATE)	ALL REQUIRED			1,522.84	
SFO	#2 SIGNAL CONTROLLER TESTING (STATE)	ALL REQUIRED			6,594.00	
	TOTAL PARTICIPATING CONSTRUCTION COST				$67,207.88	
	CONSTRUCTION ENGINEERING					
	STATE	ALL REQUIRED			$ 9,612.11	
	TOTAL PARTICIPATING CONSTRUCTION COST				$76,819.99	
	NON PARTICIPATING PROJECT COST					
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			$ 32.91	
	CONSTRUCTION ENGINEERING	ALL REQUIRED			28.50	
	TOTAL NON PARTICIPATING PROJECT COST				$ 61.41	
	TOTAL PROJECT COST				$76,881.40	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 10-11-84.					
	AMOUNT CARRIED FORWARD					

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            034    1071      [illegible]   00 P 1                                            36.11      82    82
            034    1071      985      00 P 1                                            45.96      82    82
            034    1071      985      00 P 2                                        420,174.46
                             TOT         P1                                32.22    520,313.63
                             TOT         P2                                41.01     20,257.43
                             TOT         N1                                           9,188.10
                             TOT         N2
                          ** JOB TOTALS **                 **             73.23  **  970,[illegible]33.62 **

                                                                                               STATE
SW LOMBARD AVE-SW 107TH    CONT NO 9571 & FA PROJ NOS X10 9228005 100                59,091.04  83    83
            034    1080      201      00 P 1  Pay Cont.                                  32.91
            034    1080      206      00 N 1  Interest                                1,522.84
            034    1080      270      01 P 1  SFO#1                                   6,5[illegible].00
            034    1080      270      03 P 1  SFO#2                                  12,600.00
            034    1080      296      00 N 9  Tr. City                               [illegible]CR
            034    1080      [illegible]      00 N 9     St                          77,296.99
            034    1080      [illegible]      00 N 9     Fed                         65,296.99
            034    1080      [illegible]      00 P 1  Const Engr.                     7,825.75
            034    1080      900      00 N 1                                             28.50
            034    1080      900      00 P 1                                             35.59      83    83
            034    1080      920      00 P 1  Inspec                                    342.22
            034    1080      940      00 P 1  Mat lab                                   135.27
            034    1080      941      00 P 1  Pavt                                      135.57      83
            034    1080      944      00 P 1                                            153.26            83
            034    1080      945      00 P 1                                            651.86
            034    1080      946      00 P 1  Ref. Off.                                  32.09            83
            034    1080      948      00 P 1  Gen Const Engr.                            55.12            83
            034    1080      960      00 N 1  Personal Leave
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                SEPTEMBER 1984      PAGE  150
                                                              FISCAL         GRAND TOTAL    ACTIVE YRS
       DESCRIPTION          PREFIX FUNCTION SUB F. GR CURRENT MONTH  YEAR TO DATE    TO DATE       BEG   END
                                                                             76,819.99
                               TOT        P1                                    116.53
                               TOT        N1                                 76,936.52 **
                            ** JOB TOTALS **                 **
                                                                                             STATE
 TV HWY-SW 198TH AV SEC    CONT NO       FA PROJ NOS HES 0032013 100           3,583.26      83    84
            034    1083      270      01 P 1                      96           3,240.59CR    83    84
            034    1083      296      00 N 9                      96CR         3,240.59      83    84
            034    1083      298      00 N 9                                      17.39      83    84
            034    1083      920      00 P 1                                   3,600.65
                             TOT         P1                                    3,600.65 **
                          ** JOB TOTALS **                 **            **
                                                                                             STATE
 GALES CR-SUNSET HWY       CONT NO 9657  FA PROJ NOS F   0035011 100    6,464.92  1,054,722.13  83    84
            034    1088      201      00 P 1                                   2,950.00      83    83
            034    1088      201      00 N 1                        40,602.01CR
            034    1088      204      00 P 1
```

801
BILLING NUMBER 18

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

11/08/84

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
034-1046	1#	XI	-0032-010 APPR-823	284,156.35	335,889.65	334,301.59	85.00	284,156.35	284,156.35		
	2#	HHS	-9244-001 APPR-145	62,118.43	69,913.73	69,020.48	90.00	62,118.43	62,118.43		
	3#	XI	-0032-010 APPR-823	296,653.54	350,672.59	349,004.17	85.00	296,653.54	296,653.54		
	9				54,561.09						
034-1046	PREFIX TOTALS			642,928.32	811,037.06	752,326.24		642,928.32	642,928.32		
034-1047	1	XI	-2702-006 APPR-823	417,350.00	446,632.20	444,747.59	85.00	378,035.45	378,035.45		
	2	HES	-2702-006 APPR-141	408,201.00	451,686.12	450,987.06	90.00	405,888.35	405,888.35		
	3	F	-2702-006 APPR-010	858,638.00	698,405.11	696,869.85	88.15	614,290.77	614,290.77		
	5	XI	-2702-006 APPR-823		13.70		85.00				
	6	HES	-2702-006 APPR-141		17.43		90.00				
034-1047	PREFIX TOTALS			1684,189.00	1596,754.56	1592,604.50		1398,214.57	1398,214.57		
034-1056	1#	F	-2702-009 APPR-010	912,882.55	1036,065.87	1035,248.98	88.18	912,882.55	912,882.55		
	8#	F	-2702-009 APPR-010	511.37	579.92	579.92	88.13	511.37	511.37		
034-1056	PREFIX TOTALS			913,393.92	1036,645.79	1035,828.90		913,393.92	913,393.92		
034-1066	1#	F	-0032-010 APPR-010				88.15				
034-1067	1#	X10	-0903-009 APPR-772	32,175.52	49,652.36	37,853.55	85.00	32,175.52	32,175.52		
034-1071	1	HES	-2702-007 APPR-141	385,200.00	440,431.89	420,174.46	90.00	378,157.01	378,157.01		
	2	F	-2702-007 APPR-010	462,357.00	530,101.73	520,913.63	88.18	459,341.64	459,341.64		
034-1071	PREFIX TOTALS			847,557.00	970,533.62	941,088.09		837,498.65	837,498.65		
034-1080	1#	X10	-3228-005 APPR-580	65,296.99	76,881.40	76,819.99	85.00	65,296.99	65,296.99		
034-1083	1	HES	-0032-013 APPR-141	6,300.00	3,600.65	3,600.65	90.00	3,240.59	3,240.59		
034-1088	1	F	-0035-011 APPR-010	1071,022.00	1175,088.66	1169,539.46	88.15	1030,949.07	1030,949.07		
034-1098	1	HES	-2702-012 APPR-141	31,950.00	34,610.72	34,401.32	90.00	30,961.19	30,961.19		
035-1037	1#	F	-8802-007 APPR-010	950,659.55	1078,984.42	1078,089.76	88.18	950,659.55	950,659.55		
035-1038	1	F	-0006-007 APPR-010	140,823.00	158,728.91	156,373.52	88.15	137,843.26	137,843.26		
035-1039	1	BRF	-8802-012 APPR-118	32,738.00	38,921.83	38,921.83	80.00	31,137.46	31,137.46		

7571

November 23, 1982

Donald R. Faris
Traffic Coordinator
City of Beaverton
4950 S.W. Hall Boulevard
Beaverton, Oregon 97005

Dear Mr. Faris:

On November 18, 1982 we received a satisfactory bid from Hertz Electric, Inc., P.O. Box 577, Albany, Oregon 97321 for the S.W. Lombard Ave.-S.W. 107th Ave. Section of the Beaverton-Hillsdale Highway.

As described in our Preliminary Engineering and Construction-Finance Agreement No. 7570, we anticipate the financial sharing of the project costs will be:

Contractor's Bid		$58,280.00
Anticipated Additional Items:		
Temporary Pavement Striping	$1,500.00	
Remove Pvmt. Striping (Exist & Temp)	800.00	
City Furnished Software	2,500.00	
Signal Controller Testing	6,500.00	11,300.00
SUBTOTAL		$69,580.00
Contingencies (4 1/2%)		3,131.10
Engineering (10%)		6,958.00
Estimated Construction Cost		$79,669.10
Estimated P.E. Cost		11,400.00
Total Estimated Project Cost		$91,069.10

CITY SHARE & ADVANCE DEPOSIT:
(15% of $91,069.10) = $13,660

We will award the contract when we receive your advance deposit in the amount of $13,660, which should arrive not later than December 10, 1982. You may use one of the options for payment described in the attachment.

Very truly yours,

J. E. Swan, P.E.
Program Control Engineer

JES:DT
Attachment
bcc w/AD # 82-94: Don Rose, Region 1
Verl Bixby, - Please return completed AD # 82-94 when advance deposit is received.

12-10-82 Don Rose has check for $13,660 from City Notified MacNab award today. E

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9228(5)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10196

2A. COUNTY NAME
Washington

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/27/82	FAU 9228	Primary 40

10. GENERAL LOCATION:

SW Lombard Ave. - SW 110th Ave. (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK

Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify)

Signal Control Testing	$6,500
Temp. Pavement Striping S.F.	1,500
Remove Pavement Striping S.F.	800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/25/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $105,238 Federal Funds $89,452.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO
Moehring
FOR
Info | Inves | R/D | O/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/27/82	G. K. Hoesner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 7, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Rev. Project Data Submission
Item No. 10196
Project No. IX-9228(5)
SW Lombard Ave.-SW 107th Ave. (Beaverton) Sec.
Washington County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on November 18, 1982.

This project is based on the August 19, 1981 letter to you from the Director of ODOT.

JLG:bks
Attachments

cc: Ed Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
Gary Zehner w/att.

Form 734-3122

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

October 7, 1982 Rev.
September 13, 1982

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 SR 10, SW Lombard to 107th (Beaverton)	**ADT**	PRESENT 17,000	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Traffic Signals	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-	NUMBER 7 9228

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Washington	CODE (14) 0(
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9228 (32) STATE 40 (36) (37) U.S. ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS Y031		"SW Lombard Ave.- SW 107th Ave. (Beaverton) Sec."	0.0	90,200	76,670	----	13,530
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	0.0	90,200 (16) (23)	76,670 (24) (33)	-----	13,530
1	14	PROGRAM APPROVAL DATES 9-30-80 9-25-81										

REMARKS
Additional Data: Item No. 1019
No. IX-9228(4

0341949

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

October 7, 1982 Rev.
September 13, 1982

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

LOCATION (45 typewriter spaces) SW Lombard to 107th (Beaverton)	**ADT**	PRESENT 17,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 580	ITEM NO. 10196

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9228	SEQ. NO. (5)	I. Projects Only POST MI.	DESIG.	

Interstate Transfer Grants

Portland

COUNTY NAME Washington CODE 067

ROUTE NO. U FEDERAL-AID 9228 STATE 40 U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
46	53							
W								
NST DE) PICS 031		"SW Lombard Ave.- SW 107th Ave. (Beaverton) Sec."	0.0	90,200	76,670	----	13,530	ROW-N/A ; Access Control-none; Parking Restrictions-partial.
.JLG		PROJECT TOTALS	0.0	90,200	76,670	-----	13,530	

OVAL DATES 9-30-80
9-25-81

REMARKS
Additional Data: Item No. 10196; Project No. IX-9228(4).

-over

USCOMM DUSCOMM-DC 48905-P61

Project Data: The project consists of replace existing traffic signal controllers, interconnect traffic signals and incidental work common to this type of project.

Note: 1) Project is in Congressional District No. 1.
2) Included in MSD FY '82 AE/TIP on page 111, No. 122.

Maintenance and Accommodation of Utilities: A State-City agreement complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively is being prepared.

October 5, 1982

City of Beaverton
City Hall
Beaverton, OR 97005

AGR 4

Attention: Mary Carder
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 757

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for an Interstate Transfer Project on the Lombard Avenue-110th Avenue Section of the Beaverton-Hillsdale Highway No. 40.

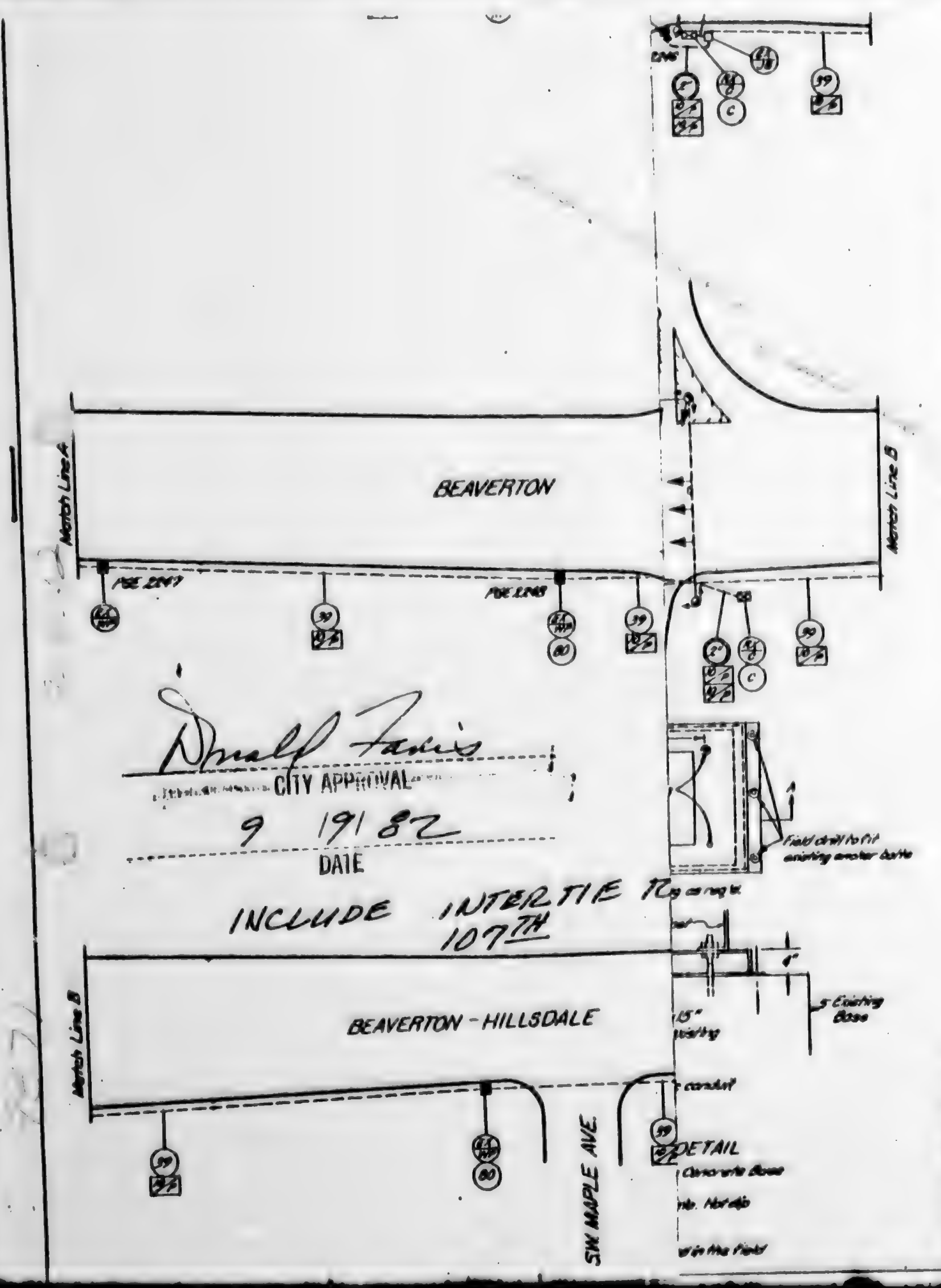
We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agree. att.)


Match Line A
Match Line B
BEAVERTON
BEAVERTON - HILLSDALE
SW. MAPLE AVE.
PSE 2247
PSE 2248
Field drill to fit existing anchor bolts
5 Existing Base
DETAIL
Concrete Base
conduit

Donald Farris
CITY APPROVAL
9 19 82
DATE

INCLUDE INTERTIE TO 107TH

LEGEND

- Remove existing controller, amplifiers and etc. (cabinet to stay in place)
- Maintain and protect existing electrical conduit
- Maintain and protect existing junction box
- Maintain and protect existing wood pole
- Maintain and protect existing supervisory circuit cabinet (pick up existing interconnect circuits, extend conduit as required)

From Metro JON ROSE Date 9-14-82
To BUZ SWAN
[✓ Proj. Mgmt.] Traffic Region 1 Accounting

Comment: The attached plans have been approved by the City of Beaverton with a request to intertie the 107th Ave signal. The intertie is also a condition attached to the City's execution of the agreement. Please handle

Jon Rose

SUBJECT TO MUTUAL REVIEW

APPROVALS
TRAFFIC ENG.
7/30/82
DATE

DESIGNED BY HR
CHECKED BY

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
S.W. LOMBARD AVE.-SW. 110TH AVE. (BEAVERTON) SEC.
BEAVERTON-HILLSDALE HIGHWAY
WASHINGTON COUNTY

ACCOMPANIED BY DWGS. 1421, 1422 &
2991

DATE 8420

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 13, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 10196
Project No. IX-9228(5)
SW Lombard Ave.-SW 110th Ave. (Beaverton) Sec.
Washington County

Attached support data consists of PR-1 forms and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 28, 1982.

This project is based on the August 19, 1981 letter to you from the Director of the Oregon Department of Transportation.

JLG:bks
Attachments

cc: Ed Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
Gary Zehner w/att.
General Files

a

Budget Bureau No. 41-R2067; A

U.S. D

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

September 13, 1982

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 SR 10, SW Lombard to 110th (Beaverton)	ADT	PRESENT 17,000	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Traffic Signals	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 IX-	NUMBER 7 9228

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants		COUNTY NAME Washington			CODE (14) 06
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL - AID 9228 (32)	STATE 40 (36)	U.S. (37) ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS Y031		"SW Lombard Ave.- SW 110th Ave. (Beaverton) Sec."	0.0	90,200	76,670	----	13,530

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.0	90,200	76,670	-----	13,530
1	14	PROGRAM APPROVAL DATES 9-30-80 9-25-81			(16) (23)	(24) (33)	REMARKS Additional Data: Item No. 1019 No. IX-9228(4	

0341949

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

September 13, 1982

T LOCATION (45 typewriter spaces) , SW Lombard to 110th (Beaverton)	ADT	PRESENT 17,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 580
ITEM NO. 10196								

RK (35 typewriter S	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. (I Projects Only)	DESIG.
IX-	9228	(5)		

Interstate Transfer Grants

Portland

COUNTY NAME: Washington CODE 067

ROUTE NO.: U FEDERAL-AID 9228 STATE 40 U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
W								
NST DE) ICS 31		"SW Lombard Ave.-SW 110th Ave. (Beaverton) Sec."	0.0	90,200	76,670	----	13,530	ROW-N/A Access Control-none; Parking Restrictions-partial.
JLG		PROJECT TOTALS	0.0	90,200	76,670	-----	13,530	

VAL DATES
9-30-80
9-25-81

REMARKS
Additional Data: Item No. 10196; Project No. IX-9228(4).

-over

Project Data: The project consists of replace existing traffic signal controllers, interconnect traffic signals and incidental work common to this type of project.

Note: 1) Project is in Congressional District No. 1.
2) Included in MSD FY '82 AE/TIP on page 111, No. 122.

9571

Section S. W. Lombard Ave. - SW 110th Ave (Beaverton) sec Programming Estimate $

Highway Beaverton - Hillsdale Highway Project Length N/A

County Wash Completion Time 150 Calendar days

Kind of Work Traffic Signal Interconn Est. Comp. Date 4-27-83

Prefix 34-1949 Letting Date Oct 28, 82 Project No. IX-9228 (5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 70,444.00

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
City ~~State~~ Furnished Software	2,000	$ 8,300 –
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	6,300	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		

Subtotal $ 78,744.00

Contingencies (4-1/2%) 3,543.48

Engineering (X, X, [✓ 10%]) 7,874.40

Subtotal $ 90,161.88

Credit for ______________ . . . . . .

Estimated Net Authorization, Construction . . . . $ 90,161.88

APPROVED CC: JON ROSE
EARL MERSHON

REC'D. 9-10-82 G OK

Road Design Engineer

Rev. 11/81

SUMMA( )--BID SCHEDULE--COST E( )TIMATE

OREGON STATE

HIGHWAY DIVISION

Section S.W. Lombard St. - S.W. 110th Ave. (Beaverton)	County Wash		Sheet 1 of 1
Kind of Work	Length N/A	Date 9/7	Name Bill Bergstedt

COST ANALYSIS UNIT. 9-9-82
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 10-28-82

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(6%)	4,000 —
	Temporary Protection & Direction of Traffic		All	All	—	2,000 —
	Temporary Signs		Sq. Ft.	154	6 00	924 —
	Flagmen		Hour	60	22 00	1,320 —
	Signals					
	Traffic Signal Interconnect Installation Complete		All	All	—	62,200
						$70,444

734-1736 (8-81)

OREGON STATE HIGHWAY DIVISION

TO: Buz Swan - Mainor Holmes

SUBJECT: Agreement - B.H. Hwy 110th - Lombard

FROM: Jon Rose

DATE: 5-7-82

From the attached information it appears that we may be approaching a consensus regarding the wording for the B.H. Hwy (110th - Lombard) signal agreement. The April 30 memo by Ron Failmezger describes quite clearly the things to be covered but if there are questions John Irwin should be able to answer them.

Please prepare another agreement so we can attempt to move this project.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

PROGRAM MANAGEMENT SECTION
DHM ☐ OES ☐
SHM ☐ MJK ☐ DNH ☐
MAY 10 1982
REFERRED TO
FOR
FILE: PM FA LG.

CC

(SIGNATURE)

(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

STATE OF OREGON

INTEROFFICE MEMO

TO: EDWARD L. HARDT
Metro Region Engineer

DATE: April 30, 1982

FROM: RONALD W. FAILMEZGER, P.E.
Region Traffic Operations Supervisor

SUBJECT: TRAFFIC SIGNAL AGREEMENT #7570
SW Lombard-SW 110th Ave. Section
Beaverton-Hillsdale Highway

OM ~~MRE~~ [✓ OE] PPM CE
TOS [✓ ME]
US PDM
CSA Metro Region TAM
SO PA EM LM

As requested, I have met with the City of Beaverton, along with a representative from the Traffic Section, to determine the maintenance capabilities and to straighten out the wording concerning taffic siganl timing operation of the proposed subject interconnected signal system.

On April 29, 10:30 a.m., I met with Don Farris and Bob Keech, representing the City of Beaverton, and Bill Geibel and John Irwin to discuss the matter of maintenance and operation of the proposed signal system. John Irwin explained the maintenance agreement that we have with other cities based on the League of Oregon Cities agreement. This, in essence, is a 50-50 sharing of costs of maintenance and power of signals maintained by a city on the state highway system. This is in line with the agreements now maintained with the City of Portland, Salem, and Eugene. This is a completely different agreement approach than the preliminary agreement drawn up between the City and State. The City officials seemed willing to go along with this type of maintenance agreement.

John Irwin explained the current maintenance scheduling and record-keeping that the State does on our own signals, and explained that we would expect the same general maintenance records and schedules that we now maintain on our own systems. Don Farris was very positive that the City does most of this and certainly can do the same maintenance level that the State does. The City agreed to supply a documentation of the current maintenance capabilities by use of an organizational chart. Bill Geibel indicated in his comments that the City in previous years had relied heavily on the State for maintenance of traffic signals, where in the last two years the City has not used State crews, and to him this is an indication that the City can maintain the system.

The other item of discussion was the timing and operation of the signal system. It was explained that our legal council advises that we do have control of the timing for the highway and need to maintain that in the agreement. It was agreed that the agreement should state the State has final approval of timing on that portion of the system on the State Highway.

At this juncture it seems appropriate to draw up another agreement for the consideration of both State and City officials along those lines.

RWF/gw
cc L. E. George
Bill Geibel

Jon Rose. 7-13 Draft ops on approval, E.L.H.

125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: RON FAILMEZGER
Region Traffic Operations Supervisor

DATE: April 19, 1982

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: Traffic Signal Agreement No. 7570
SW Lombard-SW 110th Avenue
Beaverton-Hillsdale Highway

I've attached a packet of information on the subject, the most pertinent of which is an April 14 letter from Bud George to Bob Bothman which gives Bud's concerns and/or objections to the preliminary signal agreement which we have worked out with the City of Beaverton. Bud seems to have two hang-ups.

(1) Control of the signal timing on the state system. As far as I can see, the statement in paragraph 8 says: "No changes in timing which could affect operation of the state highway system will be made without consultation with and concurrence by state" gives us control of the timing. I would suggest that in the first sentence in paragraph 8 that starts out: "City shall...." be changed by deleting "...control of the timing established for said system", and instead substituting for that deletion "operation of the timing of the system." What I'm trying to get that paragraph to say is that the City will operate the timing but will make no changes in it without our approval.

(2) Bud is also concerned about the City's ability to perform maintenance and he suggests that you and Bill Zirbes review that capability. Also, he has made a suggestion about how the City's billing for our share of the costs should be handled.

I'd like you to get together with Bill Zirbes and review the City's maintenance capability and also discuss with them the changes I have suggested in paragraph 8. Don't feel limited by what I've asked you to do --- if you can see any other way to reach an agreement with the City and Bud's office on this, please proceed.

Attachments
ELH/cp
cc R. N. Bothman

STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic TRA 7-6

TO: R. N. Bothman
Assistant State Highway Engineer
Administration Branch

DATE: April 14, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Agreement No. 7570
SW Lombard - SW 110th Avenue
Beaverton-Hillsdale Highway

I apologize for taking so much time to review the issue of traffic signal administration and operation in the Beaverton area.

I have discussed the matter thoroughly with the Traffic Engineering Section personnel and I have also had several discussions with Jack Sollis on the issue of retaining approval authority on the timing of the signals. Jack and I both believe that the State should retain final approval for all signal timing on the State Highway System. I am not sure that the revised Provision No. 8, mentioned in your February 9 letter, does that. Very candidly, I had doubts about "mutual concurrence" when Robert Keech was with the City. Now that he is gone, I am even more concerned with that aspect of the agreement.

Provision 8 also speaks to the cost of the maintenance being billed to the State for that part within the highway rights of way. I do not know what the technical maintenance capabilities of the City are, but I think that R. W. Failmezger and W. R. Zirbes should review that capability before we enter into any maintenance agreement with the City. I also think that we should require the City to submit the billing(s) on the basis of an itemized average annual cost. This submission should then be reviewed by this office for correctness and for being reasonable then forwarded for payment. A similar procedure is currently being used for Portland, Salem and Eugene.

The revised Provision 3 is satisfactory, if the words "and timing" are deleted.

To summarize: The State should retain control of the signal timing on the State Highway System. The City can maintain and operate the system and bill the State on the basis outlined above.

L. E. GEORGE - TRAFFIC ENGINEER

LEG:ds

cc: J. L. Sollis
E. L. Hardt

RECEIVED
STATE HWY ENGR
APR 15 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OM MRE OE [✓ PPM] CE
TCS RECEIVED ME
LC APR 16 1982 [✓ POM]
CSA Metro Region TAM
SO PA EW LM

IN THE BOARD OF COUNTY COMMISSIONERS

FOR WASHINGTON COUNTY, OREGON

In the Matter of Requesting an)
Interim Climb Lane Improvement)
on the Sunset Highway.)

RESOLUTION AND ORDER

NO. 82-56

This matter having come on regularly before the Board on the 6th day of April, 1982; and

It appearing to the Board that a Climb Lane is necessary on the Sunset Highway (State Highway 26) from the Vista Tunnels to about the Sylvan interchange in order to balance A.M. and P.M. traffic flows; and

It appearing to the Board that the improvement is in the Regional Transportation Plan; and

It appearing to the Board that the various other project priorities place this project some years into the future as additional Federal aid becomes available; and

It appearing to the Board that the State has determined an interim, low cost improvement may be accomplished as a part of an ongoing project; now therefore, it is hereby

RESOLVED AND ORDERED that the Chairman of the Board request the Oregon Department of Transportation to incorporate an interim Climb Lane improvement into the existing work now being undertaken on this section of the Sunset Highway; and it is further

RESOLVED AND ORDERED that the Board of County Commissioners understands this improvement is an interim improvement which allows for this needed movement in the immediate future until monies are prioritized and made available for a full improvement at a future date; and it is further

RESOLVED AND ORDERED that the Board extend its congratulations to Commissioner Fisher for initiating this improvement and to Bob Bothman of the Oregon Department of Transportation for his timely and positive action required to allow the project to be considered.

DATED this 6th day of April, 1982.

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

Virginia Dagg
Chairman

Recording Secretary

APPROVED AS TO FORM
Gregory S. Hathaway
County Counsel for
Washington County, Ore.

			ABSENT
[illegible]	✓		
[illegible]	✓		
[illegible]	✓		
HA[illegible]			✓

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 9, 1982

File No: AGR

TO: L. E. GEORGE
Traffic Engineer

FROM: ROBERT N. BOTHMAN
administrator

NOTED
E. S. HUNTER

SUBJECT: Traffic Signal Agreement No. 7570
S.W. Lombard - S.W. 110th Avenue
Beaverton-Hillsdale Highway

Attached please find background which lead to the development of the proposed agreement for the signal intertie on the Beaverton-Hillsdale Highway.

The basic problem is that half the signal intertie is under the jurisdiction of the City and half under the State.

Also involved is the long-range plan of the City to set up a central computer control for their entire signal system which would include this system on the Beaverton-Hillsdale Highway.

We submitted the standard form agreement (also attached) for the City's consideration. They rejected that proposal.

We then met with the City and worked out the two provisions, which are indicated in the second agreement. I draw your attention to Provision No. 8, under City Obligations, and Provision No. 3, under General Provisions. The purpose of these two provisions is to allow the City to operate and maintain the signals but provide the State with the ability to assume that responsibility at any time.

These provisions have worked out to the satisfaction of Region 1 and Metro personnel as well as the City of Beaverton personnel.

po

cc: E. S. Hunter
D. H. Moehring
E. L. Hardt

Attachments

RECEIVED
TECHNICAL SERVICES
FEB 10 '82
REFER TO
FOR

Info	Inves	K/D	C/R	Sign	Act	File

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

Attn: Mainor Holmes

TO: D. E. Swan
Operations Programming Engineer

DATE: January 28, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Agreement #7570
S.W. Lombard - S.W. 110th Avenue
Beaverton-Hillsdale Highway

The changes in the subject agreement, as proposed by Mr. Keech, of the City of Beaverton, are not acceptable to us. These changes would not be in accord with the League of Oregon City's Agreement, wherein we have attempted to establish standards on procedures and responsibilities for use throughout the state.

In addition, it has been found that joint jurisdiction of an interconnected system does not lead to a harmonious relationship.

Please re-submit the proposed agreement, as previously approved by this office, for signature by proper officials.

L. E. George

L. E. GEORGE - TRAFFIC ENGINEER

BET:np

cc: R. H. Bothman
E. L. Hardt
W. W. Geibel

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: December 10, 1981

File No: 10007

TO: TED SPENCE
Planning & Programming Manager

FROM: ROBERT N. BOTHMAN, Administrator
Metropolitan Section

SUBJECT: Agreement No. 7570
S.W. Lombard to S.W.110th Ave.
Beaverton-Hillsdale Highway

Met with Ed Hardt, Bill Geibel, Ron Failmezger and Bob Keech, December 10th, to review Keech's letter disapproving of the draft agreement on the subject project.

The two principle concerns are No. 1 - Who will have jurisdiction of the system when completed, and No. 2 - Who will salvage the existing equipment.

Relative to the salvage, there are four signals involved, one at Fred Meyer (under the City's current jurisdiction, and therefore their controller), two at the Highway 217 ramp terminals, and one at 110th Street. The salvage consists of the controllers and cabinets only. Apparently, the existing agreements do not specify ownership specifically. Our experience dictates that the ownership is with the state and therefore the salvage belongs to the state.

The issue of jurisdiction involves several areas, but principally, that of who maintains the existing system, and who has the control of the signal timing. We have under various agreements and contracts with other cities, contracted the maintenance of signals on the state highway system to local jurisdictions. Apparently, we have never relinquished our 100% control of the timing of signals on the state highway system.

The City does have some problems with the level of maintenance, and more specifically the response time to signal outages in the Beaverton area. Apparently our response time is perhaps sixty minutes plus, whereas the City's response time is thirty minutes. Some specific examples were discussed including outages Monday and Tuesday of this week on the T.V. Highway.

Bill Geibel's long-range recommendation is to transfer the jurisdiction of the Beaverton-Hillsdale Highway within the City limits of Beaverton, to the City. This would resolve the signal question other than the two ramp terminals, which are normally in the State's jurisdiction. Bill expressed no real concern with the City assuming timing and maintenance responsibilities, if in fact the State had a legal safety valve, and if the State somehow had provisions to take over the two responsibilities at any time Beaverton failed to properly operate the system. Bill had another concern relative to emergency situations, and that is that the State should have the ability to respond, if able, and if the City did not in emergency situations, also failure of operation of signals on the State highway system, in this case the Beaverton-Hillsdale Highway.

Ron's indication was that at the present time we do have the responsibility for the 100% responsibility for establishing the timing, however, we do so on a mutually agreed basis with local jurisdictions. We also do not change the timing without considerable review and without total documentation of the changes.

BH only + MV T.V.

The concept agreed upon by those present (Ed Hardt had left), was to redraft an agreement, which would allow the City of Beaverton to assume responsibility for maintenance and operation, including the establishment of timing, including the entire system and the three signals on the Beaverton-Hillsdale State Highway. Also in the agreement would be some type of a clause whereby the ownership, responsibility for maintenance, and responsibility for operation, would revert to the State at any time that the City failed to meet the State requirements for maintenance and operation for the signals on the State system.

The agreement should also provide for the establishment of an acceptable level of maintenance and operation of the signals (three signals on the State system). The agreement, therefore, should state that the standard level of maintenance shall be mutually agreed upon by the City and the State in order that the agreement become effective.

Relative to the salvage of the existing system, the new agreement should remain silent. That salvage should be in accordance with the existing agreement which would indicate that the Fred Meyer signal would revert to the City, and the other three signals would revert to the State.

Somewhere, the agreement should clearly state that the City assumes all responsibility for maintenance and operation cost of the system (this was not agreed upon since I thought of it after the meeting, but I propose that it be inserted into the agreement).

Would you please have Jon Rose draft an agreement, present draft copies to Ed, Ron, Bill, Bob Keech and myself for review. Send a courtesy copy to Bud George for his review and comments, with some good explanation of what we are up to.

pa

BEAVERTON

November 30, 1981

Jon Rose
Department of Transportation
5821 N.E. Glisan
Portland, OR 97213

Re: Disapproval of Proposed Agreement No. 7570 S.W. Lombard to S.W. 110th Ave. (Beaverton-Hillsdale Highway)

Dear Jon:

This letter will serve as a formal disapproval of the agreement number 7570, dated 11/09/81. We have two concerns.

The first concern is the State's providing all maintenance of the traffic signal system. This signal system is a logical and integrated extension of our Farmington system which includes six additional signals. Also, five of these signals have P.U.C dictated conditions which the City is directly responsible for. Is the State proposing to maintain all of these signals and assume these responsibilities?

No

Also, we have built up a competent two-man signal crew over the last two years and whether we maintain these signals or not, we still have fixed costs that we cannot reduce.

As a compromise, we would agree to provide all maintenance and taking over the jurisdiction of the entire signal system including signal timing responsibility at a pre-determined fixed cost to the State.

Our second concern is our need to offset our costs for providing the local match. If you recall, the City saved the funding of this project by assuming responsibility in providing 100% of the local match. The State turned down numerous opportunities to share in this cost. We were only able to get approval on ~~the City~~ level by assuring that we could offset these costs by obtaining the salvaged traffic signal equipment.

No

[illegible]

Jon, as you know, the funding is very tentative for this project and has very little room for a large overhead costs. These issues must be resolved quickly and efficiently for this project to survive.

Sincerely,

Robert Keech

Bob Keech,
Traffic Engineer

ODOT - METRO
DEC 0 8 1981

1130-BK-L:30:BK:rn

City of Beaverton • 4950 S.W. Hall Boulevard • Beaverton, Oregon 97005 • (503) 644-2191

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10196

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/26/81

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
SW Lombard Avenue - SW 110th Avenue (Beaverton) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $11,400 - F.F. $9,690
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 8/21/81.

RECEIVED
STATE HWY ENGR
SEP 1 '81
REFER TO
FOR

14. DATE 8/26/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANS RTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO.	
				FED. U	STATE
SW Lombard Ave.-SW 110th Ave. (Beaverton) Sec.	772	10196	IX-9228(4)	9228	Street & 40

Access Control N/A Parking Restrictions N/A System Revision None

Airports (within 2 Mi.) None ROW N/A

Water Development None Recreation & Historical Areas None

Washington 067 (I-80N Transfer)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 2 Cl. Ho. ..... Exempt ___ XXXX Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1 .

(2) Included in MSD FY '81 AE/TIP on page 126, No. 108.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  ___ Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 11,400
85%	FF	$ 9,690
	STATE	$ ---
15%	CITY	$ 1,710

For PR-37:
Field Phase $ ______
PS&E Phase $ ______

REMARKS: 1) Attached is a copy of "Authority for Survey" & project maps.
2) Request based on August 19, letter to you from Mr. Klaboe, Director of ODOT.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
8-21-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

XC: GENERAL FILES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 27, 1981

In Reply Refer to
File No. CON 21-2

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Interstate Transfer Project

On the Consent Calendar for the August 18 meeting will be a request for approval of a project to upgrade traffic signals on the Beaverton-Hillsdale Highway in Beaverton. A portion of the project could be approved under authority delegated to me; however, since the project involves improvements on the State Highway System, your approval is requested.

The project will replace the existing traffic signal controllers and interconnect signals to provide a coordinated signal system on the Beaverton-Hillsdale Highway between S.W. Lombard Avenue and S.W. 110th Avenue.

City of Beaverton will perform all necessary field work at their own cost. State will perform the balance of preliminary engineering and supervise construction of the project.

Interstate Transfer funds for the project are estimated at $103,030 with the City of Beaverton providing all of the local match, $18,185.

I recommend your approval of the project and request authorization to sign the necessary agreements for and on your behalf.

GEZ:pf

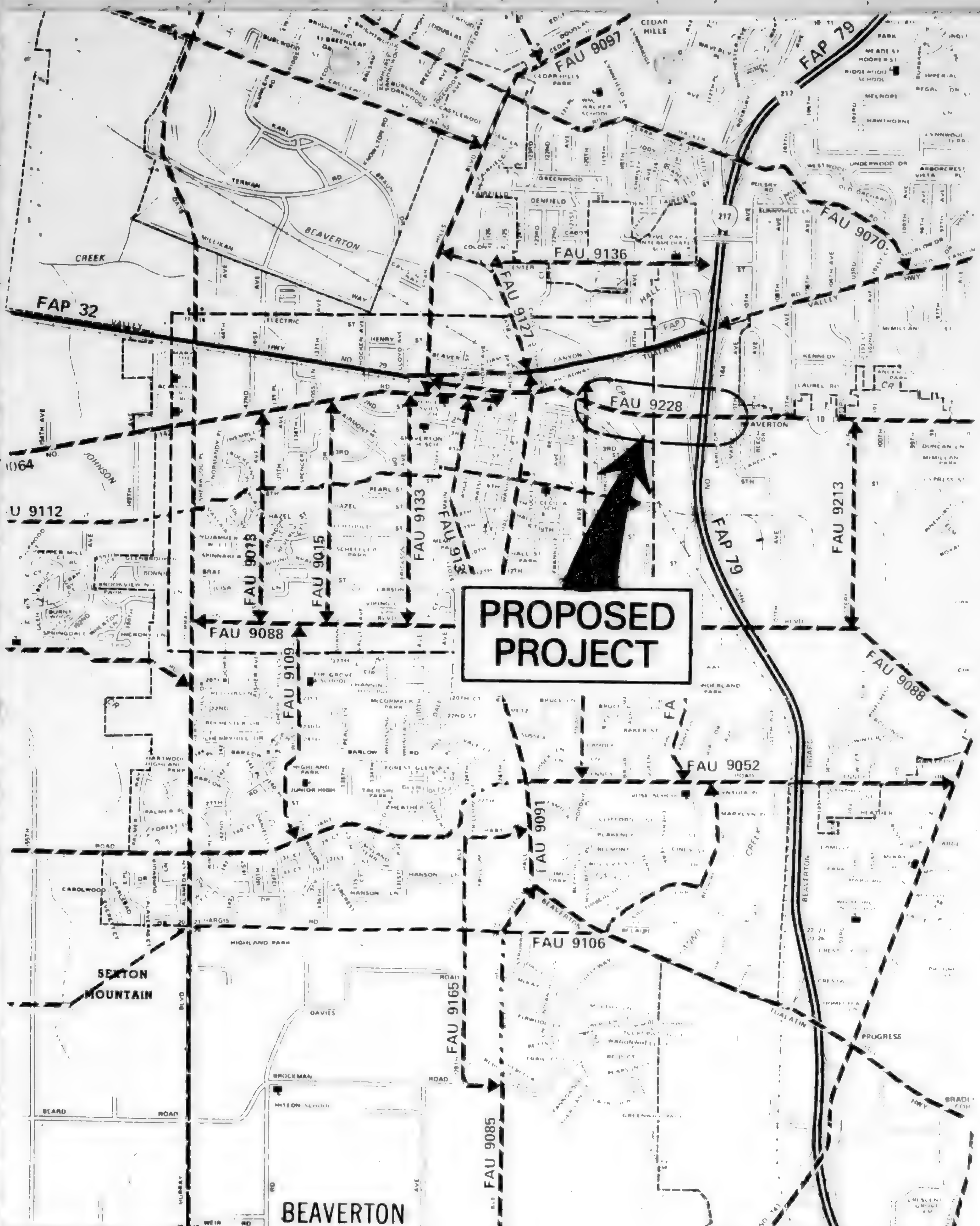
C&A #7570
Draft agreement to typist 8-27-81.
MCH

bcc:
F. B. Klaboe
R. Gormsen
D. H. Moehring
E. S. Hunter
R. L. Schroeder
C. T. Keasey
R. N. Bothman
D. E. Swan
G. Bell

Approved by Trans. Comm.
8-18-81
G

CC: Gaither

Form 734-3122


PROPOSED PROJECT
FAU 9228
FAU 9136
FAU 9127
FAU 9097
FAU 9070
FAP 79
FAP 32
217
FAU 9013
FAU 9015
FAU 9133
FAU 913
FAU 9213
FAU 9088
FAU 9109
FAU 9052
FAU 9091
FAU 9106
FAU 9165
FAU 9085
FAU 9094
FAU 9234
U 9112
064
CEDAR HILLS
BEAVERTON
CREEK
SEXTON MOUNTAIN
BEAVERTON
Pop. 22,150
TUALATIN
VALLEY
HWY
CANYON
PROGRESS
HITEON SCHOOL
BROCKMAN
DAVIES
BEARD
ROAD
WEIR
HIGHLAND PARK
JUNIOR HIGH
FIR GROVE SCHOOL
VOSE SCHOOL
CECILIA SCH
BEAVERTON SCH
MILLIKAN
TERMAN
ELECTRIC
HENRY
JOHNSON
FARMINGTON
HALL
ALLEN
DENNEY
HART
HANSON
BARLOW
GREENWOOD
FAIRFIELD
COLONY
WALKER SCHOOL
MURRAY
BLVD

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME: SW Lombard Avenue - SW 110th Avenue

HIGHWAY NAME: Beaverton-Hillsdale

HIGHWAY NUMBER: 40

REGION 1	ADMINISTRATIVE DISTRICT 2A	COUNTY Washington	CITY Beaverton
LENGTH 0.5 mi.	MILEPOST NUMBER 0.64 TO 1.14	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Beaverton

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace the existing traffic signal controllers and interconnect signals to provide a coordinated traffic signal system on the Beaverton-Hillsdale Highway between SW Lombard Ave. and SW 110th Avenue.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 17,000 (west of Hwy. 217)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 33,000 (west of Hwy. 217)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 35	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 7-16-81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	No changes to roadway	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way (easements for controllers)	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1.0
RIGHT-OF-WAY ACQUISITION	(3.0)	3.0
P.S. & E. DOCUMENTS	( )	3.0

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

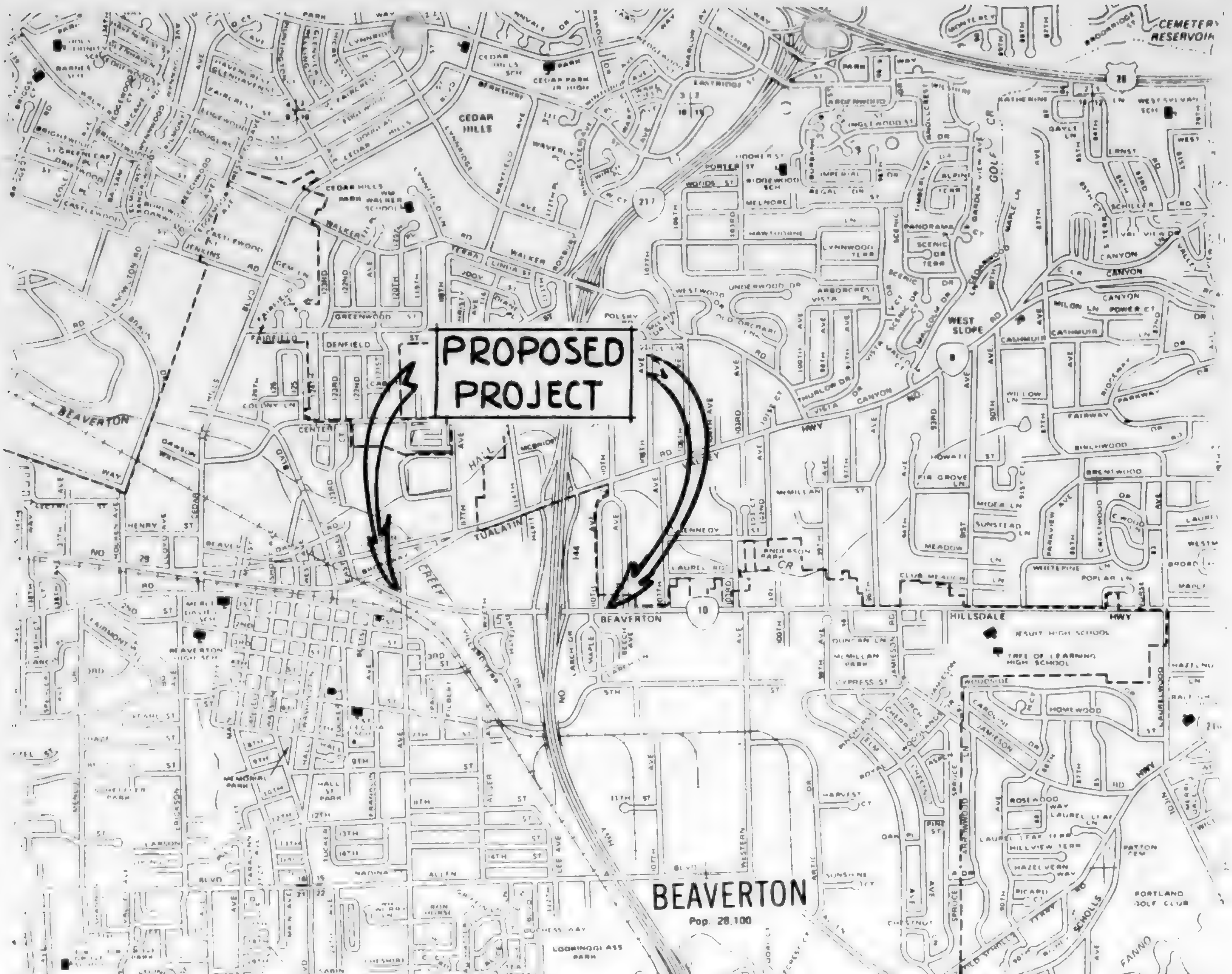
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	11,400	
RIGHT OF WAY (easements for signal controllers)...	5,000	
TRAFFIC CONTROL (new signal controllers)..........	92,315	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Signal interconnect	12,500	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	121,215	

SUBMITTED BY ______________________________


PROPOSED PROJECT
BEAVERTON
Pop. 28,100
CEDAR HILLS
WEST SLOPE
CEMETERY
RESERVOIR
BEAVERTON HILLSDALE HWY
TUALATIN VALLEY HWY
CANYON RD
JESUIT HIGH SCHOOL
TREE OF LEARNING HIGH SCHOOL
PORTLAND GOLF CLUB
PROGRESS
BRADLEY COR
GREENWAY ELEM SCH
GREENWAY PARK
LOOKINGGLASS PARK
BEAVERTON HIGH SCH
FANNO
SCHOLLS
217
10
26
8

(MET 0018) Planning File No. 10007

Form E-39 (Rev. 8-71)

9571

ACC 9-16

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.W. Lombard-S.W. 110th Avenue

Highway Beaverton-Hillsdale Highway #40

County Washington County #34

Date June. 9, 1981

Authorization No. 1

Survey Prefix 34-1949 (Assigned by Salem office)

Description of termini, route, length, etc.: Replace existing traffic signal controllers with new controllers and intertie the system between S.W. Lombard Ave. and S.W. 110th Ave. on the Beaverton-Hillsdale Highway.

The project length is 0.5 mile.

Proposed: Provide signal intertie system to improve traffic flow and safety. Signals involved are: Griffith Drive, West 217 Ramp, East 217 Ramp and 110th Street.

Purpose of survey: State will perform signal design, prepare plans, specifications, estimate of costs and complete PS & E. City of Beaverton at no cost to federal funds will perform any field work necessary.

1X- 9228(4)
8-26-81

Estimate of cost: $121,215
Funding: FAIX (Mt. Hood Transfer)
Class: II (State wide Categorical Exclusion)

Estimate of Cost

Field Survey	(901)	500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	8,500
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,000
Admin. Services	(922)	200
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Approved by Comm 8-18-81 FAIX

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 11,400
Previous authorization	0
Additional authorization requested	0
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Curtis H. Duval
Field Engineer
Curtis H. Duval, Metro Location Engineer

Recommended for Approval.
Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23004-134

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 9, 1981

File No: 10007

TO: D. H. Moehring
Project Management Attn: D.E. Swan

FROM: T. A. Spence
Plan and Program Manager

SUBJECT: S.W. Lombard-S.W. 110th Avenue
Signal Intertie
Beaverton-Hillsdale Highway
City of Beaverton
Washington County

Here is our programming packet for the subject project. Included are a project request, authority for survey, location prospectus, agreement information sheet, and a letter from the City of Beaverton requesting funds from the Hall Boulevard TSM (Allen Boulevard-S.C.L. Beaverton) project be transferred to obligate preliminary engineering during FY 1981. Specifically, we want to transfer $10,000 (federal) from the existing obligation of $45,000 (federal) for Hall Boulevard right-of-way, IX-9091(9).

This is a Mt. Hood Transfer project sponsored by the City of Beaverton. It is shown in the October 1980 MSD TIP on page 124. The enclosed project request is for a shorter section of the Beaverton-Hillsdale Highway than is described in the TIP.

This project needs to be added to the Six Year Program.

The environmental aspects of this project are covered by the statewide categorical exclusion. There is no waterway involvement.

There is a limited amount of right-of-way required to locate the new traffic signal controllers. Beaverton plans that this right-of-way can be made available through traffic control device easements. The right-of-way needed may be as small as four square feet at each intersection. Based on this minimal right-of-way involvement, we are recommending a statewide categorical exclusion.

Please request federal approval of this project and obligation of $11,400 (TEC) at this time for preliminary engineering.

6-12-81
Need Trans. Comm
Approval
[illegible]

TAS:ECM:PE
Enclosures

xc: F. E. Terpin
Metro Project Development Units
R. C. Brooks

PROJECT MANAGEMENT BRANCH
[illegible] STE
P.E. [illegible] R.E. [illegible] PRE [illegible]
REFERRED TO ____________
FOR ____________
[illegible]

Form E-39 (Rev. 9-71)

Planning File No. 10007

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.W. Lombard-S.W. 110th Avenue

Highway Beaverton-Hillsdale Highway

County Washington County

Date June 9, 1981

Authorization No. 1

Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: Replace existing traffic signal controllers with new controllers and intertie the system between S.W. Lombard Ave. and S.W. 110th Ave. on the Beaverton-Hillsdale Highway.

The project length is 0.5 mile.

Proposed: Provide signal intertie system to improve traffic flow and safety. Signals involved are: Griffith Drive, West 217 Ramp, East 217 Ramp and 110th Street.

Purpose of survey: State will perform signal design, prepare plans, specifications, estimate of costs and complete PS & E. City of Beaverton at no cost to federal funds will perform any field work necessary.

Estimate of cost: $121,215
Funding: FAIX (Mt. Hood Transfer)
Class: II (State wide Categorical Exclusion)

Estimate of Cost

Field Survey	(901)	500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	8,500
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	1,000
Admin. Services	(922)	200
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 11,400
Previous authorization	0
Additional authorization requested	0
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Curtis H. Duval
Field Engineer
Curtis H. Duval, Metro Location Engineer

Recommended for Approval.

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23004-134

9571

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE June 9, 1981

PREFIX

1 - IDENTIFICATION

PROJECT NAME SW Lombard Avenue - SW 110th Avenue

HIGHWAY NAME Beaverton-Hillsdale

HIGHWAY NUMBER 40

REGION 1	ADMINISTRATIVE DISTRICT 2A	COUNTY Washington	CITY Beaverton

LENGTH 0.5 mi.

MILEPOST NUMBER 0.64 TO 1.14

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT City of Beaverton

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace the existing traffic signal controllers and interconnect signals to provide a coordinated traffic signal system on the Beaverton-Hillsdale Highway between SW Lombard Ave. and SW 110th Avenue.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1980 - 17,000 (west of Hwy. 217)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 2000 - 33,000 (west of Hwy. 217)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 35

DESIGN STANDARDS AASHTO

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	No changes to roadway	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way (easements for controllers)	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	11,400	
RIGHT OF WAY (easements for signal controllers)	5,000	
TRAFFIC CONTROL (new signal controllers)	92,315	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Signal interconnect	12,500	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	121,215	

SUBMITTED BY ______________________

METRO

METROPOLITAN SERVICE DISTRICT

REQUEST FOR FUNDING AUTHORIZATION ADJUSTMENT

DETAILS OF ADJUSTMENTS

PROJECT RECEIVING FUNDS Hall TSM (Allen-Ecl. BEA,)

SPONSORING JURISDICTION City of Beaverton

FUNDING SOURCE, ie, FAU, Mt Hood, I-505, etc Mt. Hood, I-505

	PE	*R/W*	*CONST*	*OTHER*	*TOTAL*
Current TIP Authorization	$ 31,015	$ 45,000	$ 194,191	$ 0	$ 270,206
(+) Transferred Amount	0	0	+79,144	0	+79,144
(=) Revised Authorization	31,015	45,000	273,335	0	349,340

PROJECT PROVIDING FUNDS *112 Beaverton Hillsdale Hwy. Signal Intertie (Lombard - SW 110th)

SPONSORING JURISDICTION City of Beaverton

FUNDING SOURCE, ie, FAU, Mt Hood, I-505, etc Mt. Hood, I-505

	PE	*R/W*	*CONST*	*OTHER*	*TOTAL*
Current TIP Authorization	$ 10,000	$ 0	$ 170,864	$ 0	$ 180,864
(-) Transferred Amount	0	0	-79,144	0	-79,144
(=) Revised Authorization	10,000	0	91,720	0	101,720

BASIS FOR ADJUSTMENTS

REASONS PROJECT RECEIVING FUNDS NEEDS ADDITIONAL FEDERAL SUPPORT: Project was under estimated

REASONS FEDERAL FUNDING CAN BE REDUCED FOR PROJECT RELINQUISHING FUNDS: Intertie project is reduced from 7 intersections to 4 intersections.

HOW IS THE PROJECT RELINQUISHING FUNDS STILL VIABLE? The remaining project is still viable, the highest benefiting signals are still included.

Metro Transaction #

AGREEMENT TO TRANSFER FUNDS

	DATE OFFICIAL APPROVAL
JURISDICTION PROVIDING FUNDS	
JURISDICTION RECEIVING FUNDS	
METRO EXECUTIVE OFFICER (If transfer between jurisdictions)	
METRO COUNCIL (If flagged by Executive Officer)	

cc ODOT, Metro Branch
Form 800129

File: #10007

CITY OF BEAVERTON

4950 S.W. Hall Blvd. Beaverton, Oregon 97005 (503) 644-2191

MA PDM PDE FFM SPC
ODOT - METRO

JUN 0 5 1981

BM PAR PPC FILE T/A

June 2, 1981

Bill Pettis
Metropolitan Service District
527 SW Hall St.
Portland, OR 97201

Re: Beaverton-Hillsdale Highway Signal Intertie Project
(Lombard to 110th Section)

Dear Mr. Pettis:

This letter will serve as an official request to transfer $10,000 of Beaverton's first priority funds from the Federal 1981 Interstate Transfer allocation from the Hall TSM project to the Beaverton-Hillsdale Signal Intertie project. These funds will serve as a source for preliminary engineering.

Sincerely,

Lon Topaz

Lon Topaz
Administrator, OCD

LT/BK:jk:27
0602-BK-L

cc: John Rose

5-27-81

Curt: We need an authority for survey for this Signal intertie project.

Cost Estimate: $19,815.

Funding: FAIX (Minor [illegible] Transfer)

Cat: I (Standard Categorical Exclusion)

CO [illegible]
520

921 —

901 $500

~~0~~

The Service has requested [illegible] $[illegible] for [illegible] #111. The [illegible] [illegible] [illegible] [illegible] Sh[illegible] [illegible].

Thanks Ed.

7-71

4/27/81

Earl;

No problem to terminate the interconnect system at 110th rather than 91st Ave.

As I understand the job the city of Beaverton will provide the necessary field information and mapping required for design. Salem Signal design is familiar with maps available and is satisfied with the information.

P.E should allow $8,500 for 911

Cost estimate is adequate as shown on project request form.

Tom

9571

4-24-81

Tom: Please review this project.

MSD approved a longer intertie project on the B-H Highway from Lombard to S.W. 91 st. This request is for a shorter section (Lombard to 110th).

Will we lose anything by not doing the total project at this time? ?No ok to cut off @ 110th Is the shortened terminus at SW 110th a logical cut-off point ?ok

The [illegible] plan [illegible] data on utility [illegible] location to turn [illegible] to

3/2

[illegible] for signal design.

How much should we allow for function # 911?

Thanks, Earl.

P.S. Is the cost estimate adequate?

9571

FEDERAL AID PROJECT REQUEST

Date April 15, 1981

Applicant Agency City of Beaverton

Request for: Off-System ____, FAS-C ____, ~~FAUS~~ FAIX Project

Federal Aid Route No. FAU 9228 Route Name Beaverton-Hillsdale Highway

Project Name (Lombard to 110th) Signal Improvement Project

Project Length 0.6 miles Project Location (Attach sketch map)

Project Description Replace existing traffic signal controller with new controller that would allow coordination.

Average Daily Traffic 24,000 Design Speed 35 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks No change

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes X No ____ Fred Meyer Access was dedicated. RCK

3. Will additional right-of-way be needed? Yes X No ____

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____

Remarks Any right-of-way need will be acquired by City in the form of a traffic control device easement.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Griffith Dr. 5 phase

West 217 Ramp 4 phase

East 217 Ramp 4 phase

110th Street 4 phase

2. **Proposed Signalization:**

Location Same location

Type Model 170 with 4 dial/3 offset (City of Beaverton Standard)

Phases Same as existing

Type of Suspension Same as existing

Interconnected 8 Wire overhead

Remarks

3. **Permanent Signing:**

Include in project or by applicant? None

4. **Permanent Striping:**

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

2. **Proposed Illumination:**

Location

Type

Remarks No change

V. STRUCTURE DATA

1. **Existing Structure:**

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks None proposed

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No ____

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks No railroad crossings within project limits

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement LON TOPAZ - CITY
   Office
2. Environmental ''
   Office
3. Public Hearing ''
   Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State X Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: City will prepare first draft of the preliminary engineering

4. Applicant's estimate of cost for requested project:

	City of Beaverton	Metro Branch Estimate
Roadway Work	$	
Right-of-way costs (if participating)	5,000.	5,000
Traffic control	92,315.	92,315
Illumination		
Structures		
Railroad	[redacted]. RCK	
Other Interconnector [redacted].	12,500	12,500
Preliminary engineering	10,000.	11,400
PROJECT TOTAL	$ 119,815.	121,215.

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Beaverton and/or ________ COUNTY

By________ By________

By________ By________

By________

1982 Third & Fourth Sts. 9572
(Corvallis) Sec. of Pacific Hwy. W.
in Corvallis. (Grad, & Pav.)

nig cc: OSHD [illegible]r Coulter) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Benton	DIVISION Oregon
DATE OF REPORT 3-25-85	REPORT MADE BY William H. Kappus, Area Engineer		PROJECT NO. F-9-1(5)
COMPLETION DATE (Actual) 6-30-83	ACCEPTANCE DATE BY CONRTACT AGENCY 7-25-84	TIME ELAPSED 61 %	CONTRACT TIME 200 CWD

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

THIRD AND FOURTH STREETS (CORVALLIS)
PACIFIC HIGHWAY WEST
Grading, Paving, and Guardrail

This project provided for A. C. pavement removal and overlay of the subject streets. Approximately 2 inches of existing A. C. surface was removed and replaced with 4 inches of A. C. mixture containing 25 percent recycled A. C. Other work included "dig-outs," inlet adjustments, and guardrail installation.

There were no major overruns or underruns.

A final inspection of the completed project was made June 30, 1983.

-WHK-

RECEIVED
STATE HWY ENGR
APR 1 '85
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Cy
4/8

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer William H. Kappus		SIGNATURE Glenn K. Hossner	
TITLE Area Engineer	DATE 3/29/85	TITLE Field Operations Engineer	DATE 4/1/85

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9572

August 24, 1984

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9572

Gentlemen or Ladies:

On August 1, 1984, we wrote to you concerning release of final payment on Contract No. 9572 awarded to Morse Bros., Inc. for work on the Third and Fourth Streets (Corvallis) Section of the Pacific Highway West in Benton County.

The total contract amount is $737,693.51 including $30,131.68 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Duane Christensen

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-280		County Benton
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-9-1(5)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 825,370.00	$ 835,954.00
Federal funds	$ 727,563.00	$ 736,893.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of January, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

[illegible]

Oregon State Highway Division
Salem, Oregon January 16, 1984

Federal-Aid Project No. F-9-1(5)

Third & Fourth Streets (Corvallis) Section
Pacific Highway West in Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 45+50 to Sta. "FP" 155+85)

Subtotal of previous estimate of December 7, 1982	$ 727,195.90

Additional Items

12" Sewer Pipe (P.A. #1)	123 Lin. Ft.	32.00	$ 3,936.00
Remove & Replace Curb (P.A. #3)	100 Lin. Ft.	16.00	1,600.00
Temporary Patching (P.A. #6)	All Required		2,480.00
Break-up Conc. Slabs (E.W.O. #2)	All Required		2,567.74
			$ 10,583.74

Increase	$ 10,583.74
Subtotal	737,779.64
Engineering	98,174.36
Total	$ 835,954.00

Length of Roadway	1.708 mi.
Cost of Roadway Per Mile	$ 489,434.42

Federal Funds	$ 736,893.00
State Funds	99,061.00
Total	$ 835,954.00

Group 1 100%
Cont. No. 9572
Prefix: 2-1465
Prefix: 2-1007

RHZ:bkb

1575

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 114	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Benton Project No. F-9-1(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Third & Fourth Streets (Corvallis)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-27-82	1.708
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 825,370.00	FEDERAL FUNDS $ 727,563.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator ______

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 7, 1982

Federal-Aid Project
No. F-9-1(5)

Third & Fourth Streets (Corvallis) Sec.
Pacific Hwy. West in Benton County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 45+50 to Sta. "FP" 155+85)

Mobilization			All Required	$ 15,567.00
Temporary Protection and Direction of Traffic			All Required	9,800.00
Temporary Signs	780	Sq. Ft.	8.00	6,240.00
Temporary Barricades	11	Each	65.00	715.00
Sequential Arrow Signs	1	Each	1,500.00	1,500.00
Flagman	750	Hour	5.00	3,750.00
Temporary Striping	7,000	Lin. Ft.	0.40	2,800.00
Removal of Structures and Obstructions			All Required	10,000.00
Cold Plane Pavement Removal	58,300	Sq. Yd.	0.97	56,551.00
General Excavation	3,273	Cu. Yd.	6.30	20,619.90
Furnishing and Placing Topsoil	820	Cu. Yd.	0.10	82.00
Cement Treated Base Mixture	5,700	Ton	6.81	38,817.00
Portland Cement in CTB Mixture	320	Ton	67.40	21,568.00
Aggregate Shoulders	1,000	Ton	4.63	4,630.00
Class "B" or Class "C" Asphalt Concrete Mixture	19,000	Ton	12.37	235,030.00
Asphalt Cement in Mixture	1,140	Ton	172.00	196,080.00
Asphalt in Tack Coat	15	Ton	225.00	3,375.00
8-inch Sewer Pipe	6	Lin. Ft.	40.00	340.00
Concrete Inlets, Type G-1	10	Each	355.00	3,550.00
Installing Valve Boxes	48	Each	213.00	10,224.00
Guardrail, Type 2A	2,000	Lin. Ft.	9.25	18,500.00
Guardrail, Type 3	100	Lin. Ft.	19.00	1,900.00
Guardrail Anchors, Type 1	4	Each	335.00	1,340.00

Extra for Guardrail Bridge Connections	4 Each	100.00	400.00
Rail End Pieces, Type C	4 Each	85.00	340.00
Extra for Asphalt Approaches	70 Each	145.00	10,150.00
Drainage Curbs	570 Lin. Ft.	1.50	855.00
Delineators, Type 2	37 Each	20.00	740.00
Delineators, Type 4	8 Each	8.50	68.00
Adjusting Manholes	12 Each	227.00	2,724.00
Adjusting Inlets	19 Each	140.00	2,660.00
Capping Inlets	2 Each	190.00	380.00
			$ 681,195.90

Anticipated Items		
Permanent Pavement Striping	All Required	$ 10,000.00
Roadside Seeding and Mulching	All Required	1,000.00
Asphalt Cement Adjustment	All Required	35,000.00
		$ 46,000.00
	SUBTOTAL	$ 727,195.90
	Engineering	98,174.10
	TOTAL	$ 825,370.00

Length of Roadway ---------- 1.708 miles
Cost of Roadway Per Mile----$483,237.70

Work Retained in Program Status
(not included in amounts below)

Replacement Teeth for Cold Planer	All Required	$ 6,000.00

Federal Funds --------------$727,563
State Funds ---------------- 97,807
TOTAL $825,370

Group 1 100%
Contract No. 9572
Prefix: 2-1465 (P.E.)
Prefix: 2-1007 (Const.)

rll

U. S. DEPARTMENT OF TRANSPORT   ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-1(5)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20137

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/29/83
8. FEDERAL ROUTE NUMBER Primary 9
9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

3rd and 4th Streets (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK

Construct and install inlet frame

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/29/83 as requested in Mr. Keasey's letter of 11/17/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $700 Federal Funds $617.

RECEIVED
STATE HWY ENGR
DEC 1 '83
REFER TO Potter
FOR
Info | Inve | R/D | D/R | Sign | Act | File

Orig. to
12/1

14. DATE 11/29/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

rll 7-72

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-1(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20137

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/22/83

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
3rd and 4th Streets (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK
Credit to project for salvage of guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of 8/24/83 I approve the guardrail salvage as a credit to the subject project. Credit

Project Total Cost $1,525 Federal Funds $1,344. (SFO #3)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO [illegible]
FOR
Info Invest R/D D/R Sign Act File

14. DATE 8/25/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

2-1007

1 fmc

1 Versteeg
Anderson
2 Adams
Cy
Steenbergen
Trost
Wakerlig

RECEIVED
JUL 29 1983
ROAD DESIGN SECTION

Do Not F
Return
Bring Up
Action

NARRATIVE REPORT
Third & Fourth Streets(Corvallis)
Pacific Highway West
Benton County Contract 9572

Bids were accepted for this project on November 18, 1982, and the contract was awarded to Morse Bros., Inc. Work started on March 14, 1983, and was completed on June 30, 1983.

Temporary protection and direction of traffic

Traffic control as detailed in the plans and specifications worked quite well, even with the night paving work. No significant problems were encountered.

COLD PLANE PAVEMENT REMOVAL

This project required cold planing of the existing surface through the curbed portion of the job to reduce the crown on the finished product.

The contractor used a Barber-Greene planer with a 6-foot cutting head. The project required the contractor to pay for teeth replacement as part of the cold planing bid price. The cold planed surface left a little to desire when the contractor tried to use the cutting teeth past their useful life and when some of the teeth were gone. We also found that a smooth taper was all but impossible with that machine.

Project plans showed planing to feather out near the curbline. We planed to plan depth to as close to the curb as possible so we could place base lift paving to a workable depth. The planer can only work to within about 8 inches of the curb, so a ribbon of unplaned material was left at the curb. Efforts to remove that ribbon were unsuccessful because of imminent damage to the curb from the machine working against it. The ribbon was left in place and about 1 inch of top lift pavement was placed on it. This is not detrimental since that area is out of the travelled portion of the roadway.

One assumption that was made for the cold planing was that the remaining pavement would support traffic for the couple of weeks until roadbed reconstruction and paving could be done. We had about four areas of surfacing which disintegrated immediately after cold planing and before roadbed reconstruction was mobilized. These areas were repaired temporarily by the contractor under notice of claim and then repaired permanently on force account using commercial mix CTB and AC.

The cold planer, of course, left a 2-inch lip across each intersecting street. I would suggest that the portion of Section 104.05 regarding a 50:1 transverse grade change taper be also included in the cold plane pavement removal section. Either no separate payment would be made or payment under bid item for A C (allow them to use commercial mix for this also) could be made.

On this project the contractor had his operations scheduled such that each succeeding operation followed right behind the preceding one, but major operations were only done on one street at a time to have only one traffic conflict. The cold planing does leave a fairly rough surface and, of course, hinders the flow of surface drainage into inlets. It would probably be wise to write a specification which required the contractor to minimize the time between cold planing and paving. Two items would need to be considered: (1) Reconstruction of distressed areas; (2) Allowing enough time for an AC mix design if the planed material is to be recycled in the AC mix.

RECONSTRUCT DISTRESSED AREAS

Tentative areas of distressed roadway based on deflection testing, were shown on the plans for reconstruction (excavate and replace with CTB). We felt we could locate the areas for reconstruction visually after cold planing and probably did a fair job of it. The problem was figuring where to stop the excavation. The old roadway had 3 to 6 inches of AC over about 5 inches of large crushed rock. Around several of the areas we reconstructed, additional area of the road broke up after reconstruction and before we paved base lift AC. This was especially true where lane closures concentrated traffic into one lane. We could easily have reconstructed all of Fourth Street in the curbed areas.

We experimented with subgrade stabilization fabric (Typar 3401). We had planned only to excavate deeper in questionable soil and bridge it with CTB, which worked in most areas. The fabric, however, provided a barrier and kept marginal materials from pumping up into the CTB. On reconstructed areas of adjacent lanes, we placed equal depth CTB except that one lane had fabric and one did not. Both lanes were worked at once so traffic was not concentrated over one. We found that the lane with fabric held up, where small areas of the lane without fabric broke up before we could pave. Obviously, we placed fabric when we repaired it. Considering that fabric costs about one dollar per square yard and the cost to excavate and place an extra 6 inches of CTB costs over four dollars per square yard, I would recommend including subgrade stabilization fabric on these projects where we are digging out existing streets, backfilling immediately, and restoring traffic. The safety factor far outweighs the cost.

PAVING

This project allowed the contractor to utilize recycled asphalt pavement in the AC mix. He used the material from the cold planing on this project. Specifications allowed him to use up to 40 percent recycled material in the base course AC. This proved unfeasible since the recycled material is only heated in the mix through heat transferred from the hot new aggregate. The contractor used 25 percent recycled material in base course, which is about the maximum possible, and used 20 percent in wearing course as specified.

Compaction of the AC was a problem throughout the project. A review of the mix design at the first part of paving showed a need for higher asphalt content which was done. The new asphalt used in the mix was AR 2000. The mix as placed was very tender and compaction could only be attained when the mix cooled to the 120° to 150° range. When the roller operators followed that guideline, compaction was normally acceptable.

Base and top lift paving was done at night when traffic was lightest. This produced a good product, probably because headlights show up minor irregularities which are not visible in daylight. Rakers had probably the most problems, since the artificial lights create a different shadow effect.

CONTRACT TIME

This project was set up for 200 calendar workdays, but was completed in 122 days. No request for time extension is needed.

Only one possible claim is outstanding. The contractor filed a notice of intent to claim for his efforts to remove the ribbon of unplaned A C next to the curb, but has not indicated that he will pursue it.

Kenneth D. Karnosh
Kenneth D Karnosh
Project Manager
July 18, 1983

2-1007

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Third & Fourth Streets (Corvallis)
Highway: Pacific West
County: Benton

Contract: 9572
Prefix: 2-1007
FA No. F-9-1(5)

Item #		unit	Original	Semi-final	% + or -
	SUMMARY				
	Bid items	$	681,195.90	702,513.94	+ 3
	Anticipated items		44,475.00	8,475.00	- 81
	Contingencies		32,723.82	39,343.88	+ 20
	Engineering		65,447.63	65,447	0
	Total		823,842.35	815,779.82	- 1

All substantial charges were evaluated and only those listed below meaningfully affected the total project costs:

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item #		unit	Original	Semi-final	% + or -
3	temporary signs "BUMP" signs put at every cross street after cold planing.	sq. ft.	780	1141.1	+ 46
6	Flagmen Underestimated.	hour	750	960.5	+ 28
10	general excavation Pavement broke up after cold planing. Extra dig outs had to be done to remedy.	cu yds	3273	6,150.2 ~~6030.9~~	+ 88
12	CTB Mix CTB used to fill extra dig outs.	ton	5,700	10,041.88	+ 76
13	cement in CTB Mix See item 12.	ton	320	465.11	+ 45
14	aggregate shoulder Used all that was needed.	ton	1,000	584.08	- 42

9572

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	F-9-1(5)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Benton
3. FROM	Dale E. Wilken, Division Administrator FHWA Oregon Division Salem, Oregon
4. PROGRAM NO.	
5. ITEM NO.	20137

6. TO

Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6-10-83	Primary 9	Primary 1W

10. GENERAL LOCATION:

THIRD AND FOURTH STREETS (CORVALLIS) SECTION

11. GENERAL DESCRIPTION OF WORK

FURNISH AND INSTALL THREE OVERHEAD MOUNTED LANE USE CONTROL SIGNS

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of June 10, 1983, as requested in Mr. Keasey's July 8, 1983 letter as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $500 - Federal Funds $441.

RECEIVED
STATE HWY ENGR
JUL 18 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7-12-83		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CITY OF CORVALLIS, OREGON

COMMUNITY DEVELOPMENT

BUILDING DIVISION

Date 11-12-82

Received from Oregon State Hwy Div.

1110 & 1000 NW 3rd St.

☐ Building Permit #100-0-00-2-4230	
☐ Plumbing Permit #100-0-00-2-4249	
☐ Mechanical Permit #100-0-00-2-4706	
☐ Electrical Permit #100-0-00-2-4250	
☐ State Surcharge #100-0-00-2-4717	
☐ Plan Check Fee #100-0-00-4-4695	
☐ Sanitary Sewer Permit #600-0-00-2-4023	
☐ Storm Drain Permit #200-0-00-2-4035	
☐ Curb Cut, Driveway, Sidewalk Permit #200-0-00-2-4032	
☐ Water Meters #500-0-00-4-4039	
☐ Sign Permit #100-0-00-2-4709	
☐ Engineering Sales #200-0-00-4-4022	
☒ Other: Excav. & Grading	-0-
☐ Other:	
TOTAL $	-0-

☐ CASH ☐ CHECK ☐ MONEY ORDER ☐ OTHER

01531 BY KW

318401-3

CITY OF CORVALLIS

501 S.W. MADISON AVENUE • CORVALLIS, OREGON 97330 • PHONE ~~752-4292~~ 757-6941

MESSAGE	REPLY
TO OREGON STATE HWY. DIVISION ATTN: MIKE SHULTZ 2960 E. STATE STREET SALEM, OR. 97310	DATE 11/12/82
DATE	
MIKE – ENCLOSED IS THE PERMIT APPLICATION FORM. PLEASE FILL IN UPPER PORTION, READ OVER SPECIAL PROVISIONS AND, IF NO QUESTIONS, SIGN AND RETURN.	I HAVE ENCLOSED COMPLETED EXCAV. & GRADING PERMIT FOR YOUR RECORDS. – THANKS! – Paul Crato
BY Paul Crato 11/8/82	SIGNED

RECIPIENT KEEP THIS COPY, RETURN WHITE COPY TO SENDER

Pacific ~~[illegible]~~

Excavation & Grading Permit

CITY OF CORVALLIS

ENGINEERING DEPARTMENT

1000 NW 3rd; 1110 NW 3rd

For Project 3&4TH St. (Corvallis)

FOR APPLICANT TO FILL IN	SITE ADDRESS An Area Between 3&4TH St. North of Dixon Cr.	
PROPOSED USE OF GRADED SITE Embankment Widening & Disposal Area		
APPLICANTS NAME Ore State Hwy Div	ADDRESS 2960 E. State St.	TELEPHONE 378-7626
OWNERS NAME Ore Dept. Transp.	ADDRESS Same	TELEPHONE Same
CONTRACTORS NAME N/A	ADDRESS N/A	TELEPHONE N/A
EXCAVATION VOLUME (CY) 3,273	FILL VOLUME (CY) 2,273	

IMPORTANT

BUILDING PERMITS WILL NOT BE ISSUED FOR ANY FILLED OR EXCAVATED SITE UNLESS A SOILS ENGINEER'S REPORT (INCLUDING COMPACTION) IS ON FILE IN THE CITY'S BUILDING DEPARTMENT

NEAREST DRAINAGEWAY Dixon Creek DISTANCE Adjacent

SPECIAL PROVISIONS: (1) Fill material will be placed as shown on plan view (sheet 4) and cross sectional view (sheet 2A) of plan for project F-9-1(5). (2) No fill material shall be placed closer than 20' from the top of bank of Dixon Creek. (3) All streets will be kept clean of all mud and debris during project work (4) Disposal site shall be graded smooth, covered with topsoil per plan and seeded / landscaped to prevent erosion.

CALL CITY ENGINEERING DEPARTMENT (757-6941) FOR INSPECTIONS

	DATE	INSPECTOR
FINAL GRADING		
EROSION CONTROL		
SOILS REPORT		
PERMIT VALID UNTIL	6/1/83	
PERMIT EXTENDED UNTIL		

PERMIT CHECKED BY NB	DATE 11/5/82	
PERMIT APPROVED BY NB	DATE	
PLAN CHECKING FEE	$	N.A.
GRADING PERMIT FEE	$	N.A.
TOTAL PERMIT FEE	$	0

I HEREBY ACKNOWLEDGE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE ABOVE IS CORRECT AND AGREE TO COMPLY WITH ALL ORDINANCES, POLICIES AND STANDARDS OF THE CITY OF CORVALLIS GOVERNING THIS TYPE OF WORK.

SIGNATURE OF APPLICANT ______________ DATE 11-10-82

OWNER OR AUTHORIZED AGENT

WHEN PROPERLY VALIDATED (IN THIS SPACE) THIS IS YOUR PERMIT

01331

9 7

6

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-27 82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-9-1(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Benton

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20137

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/27/82

8. FEDERAL ROUTE NUMBER Primary 9

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:
Third & Fourth Streets (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain and high type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$10,000
Roadside Seeding & Mulching	1,000
Asphalt Cement Adjustment	35,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/25/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,091,697 Federal Funds $962,330.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 10/27/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 30, 1982

DES 16-1

In Reply Refer to
File No.:

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97310

Dear Mr. Wilken,

NOTED
E. S. HUNTER

Third and Fourth Streets (Corvallis) Section
Pacific Highway West
Benton County

We propose to require the contractor on the project to remove the existing metal guardrails. It is anticipated there will be 875 feet of guardrail.

We will specify the rail members, posts and hardware remain the property of the State. The contractor will stockpile the salvaged material in the Philomath Maintenance Yard.

The project will be credited as follows:

1. Scrap value fo rail members and hardware = $0.025 per pound.
2. Extra cost to the contractor for hauling and stockpiling in the maintenance yard = $1.50 per foot.

The salvage value of old posts is considered to be $0.50 each.

The estimated quantities and costs are:

Guardrail and hardware 7,000 lbs. @ $0.025	$ 175.00
Guardrail posts 75 @ $0.50	37.50
Hauling & Stockpiling 875 ft. @ $1.50	1,312.50
TOTAL	$1,525.00

Form 734-3122

Initially, the project will be credited for $1,525.00. The credit to the project will be adjusted when the actual amount of material salavaged and delivered to the stockpile site is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By

D. R. Adams
Final Design Engineer

DNS:rlr

bc: E. S. Hunter ✓
D. H. Moehring
D. E. Swan
C. O. Fredrickson
Jack Sullivan
D. N. Stoudenmeyer

RECEIVED
TECHNICAL SERVICES
JUN 30 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1W

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE
PREFIX

1 - IDENTIFICATION

PROJECT NAME: Third and Fourth Streets (Corvallis)
HIGHWAY NAME: Pacific West
HIGHWAY NUMBER: 1W
REGION: 2
ADMINISTRATIVE DISTRICT: 4
COUNTY: Benton
CITY: Corvallis
LENGTH: 1.6
MILEPOST NUMBER: 82.7 TO 84.3
☐ RURAL ☒ URBAN
LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO
IF YES, UNIT OF GOVERNMENT
TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER
METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER
TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The project covers Third and Fourth Streets from the SPRR Oxing at mile point 82.7 on the north to the south end of the one-way couplet. The original project request and the programmed amount propose to overlay both streets, feathering out to the existing curbs. The existing drainage may be used with the exception of the block from Monroe to Madison where new inlets will have to be installed at the curb to replace the existing which are 10 feet from the curb.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson acc.
Sullivan
Terpin
Trout
7 Wakerlig

RECEIVED
OCT 29 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 5,800/15,500
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25
DESIGN STANDARDS: 3-R
TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 10/20/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTIN UMBER AND WIDTH	PRO SED NUMBER AND WIDTH
TRAVEL LANES	Total - Variable 31' to 54'	No change from that in use at present
SHOULDERS		"
MEDIANS		"
PARKING LANES		"
SIDEWALKS		"
BIKEWAYS		— —
INTERCHANGES		— —
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source - Commercial	☐	☒	☐
Utilities	☐	☒	☐

Type ____________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

TO BE PERFORMED BY

		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT—OF—WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF WAY DESCRIPTIONS	( )	—
RIGHT-OF WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C - paving - base and wearing		3½"
Leveling		1"

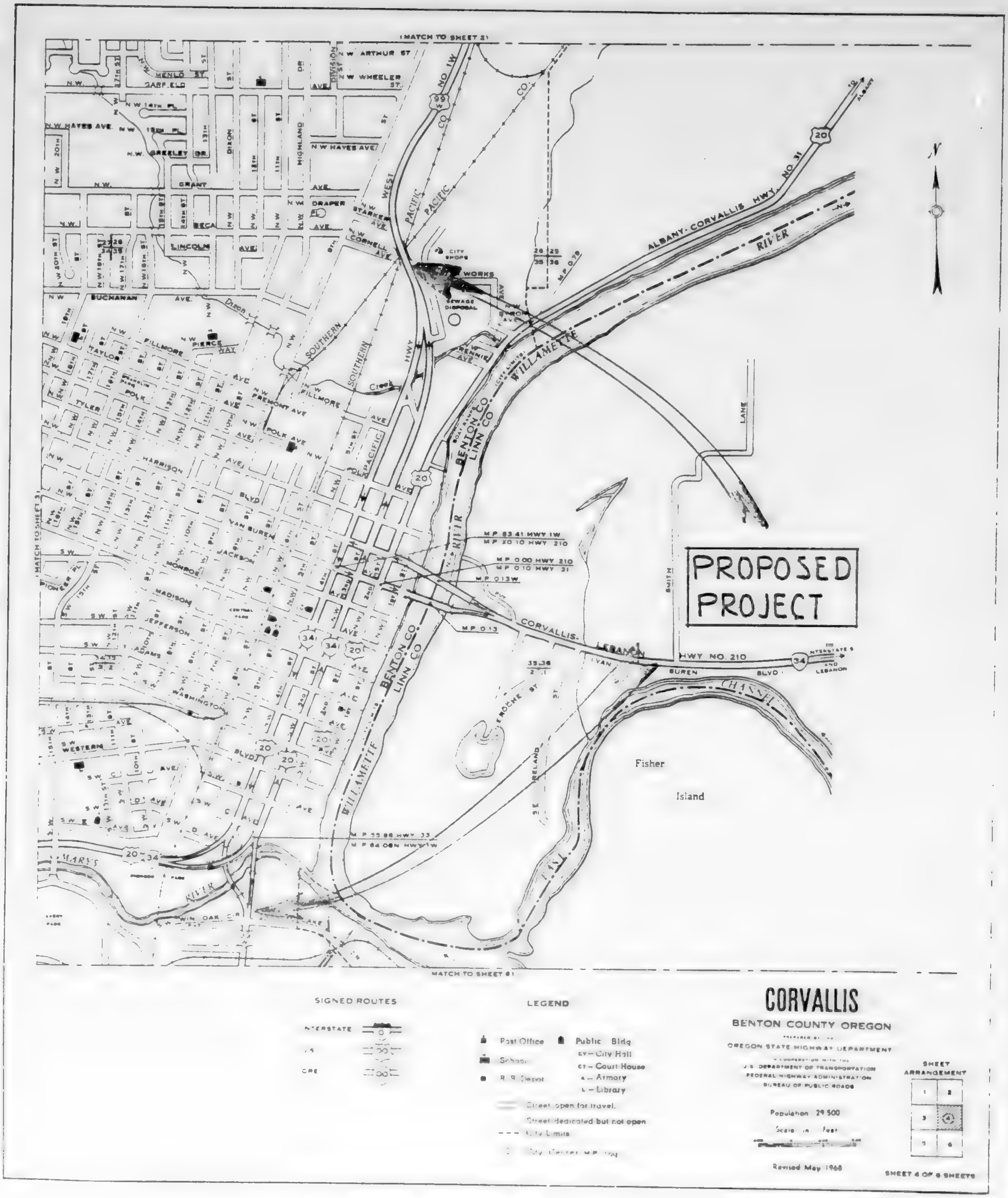
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		40,500
RIGHT OF WAY		
TRAFFIC CONTROL		60.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	678,300	678.300
OTHER ______		
ENGINEERING & CONTINGENCIES		271,200
PROJECT TOTAL	949,600	1.050.000

SUBMITTED BY ______________________


(MATCH TO SHEET 2)
MATCH TO SHEET 3
MATCH TO SHEET 6)
PROPOSED PROJECT
N
ALBANY - CORVALLIS HWY. NO. 31
WILLAMETTE RIVER
BENTON CO.
LINN CO.
CORVALLIS - LEBANON HWY. NO. 210
VAN BUREN BLVD
CHANNEL
Fisher
Island
MARY'S RIVER
SOUTHERN PACIFIC
CO. NO. 1W
WEST SIDE HWY
CITY SHOPS
WORKS
SEWAGE DISPOSAL
M.P. 83.41 HWY 1W
M.P. 30.10 HWY 210
M.P. 0.00 HWY 210
M.P. 0.10 HWY 31
M.P. 0.13 W
M.P. 0.13
M.P. 55.86 HWY 33
M.P. 84.06 HWY 1W
M.P. 0.78
LANE
SMITH
TO ALBANY
TO INTERSTATE 5 AND LEBANON
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits
City Center M.P. log

CORVALLIS

BENTON COUNTY OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 29,500

Scale in Feet

Revised May 1968

SHEET ARRANGEMENT

SHEET 4 OF 6 SHEETS

1982 SE 97th Ave.-SE 122nd Ave. 9573
Unit 1, Sec. FAU 9718 (Sunnyside Rd.)
E. of I-205. (Grad, Pav, & Sig.)

C&A 6434 9-2-81
3-2-78

Smead
No. 2-152-5L
HASTINGS, MIN
[illegible]LES·CHICAGO·[illegible]
[illegible] LOCUST [illegible]
A

CST
U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (H S Coulter)

REGION NO. 10	REPORT NO. 4	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 2-19-85	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9718(6)
COMPLETION DATE (Actual) 10-20-83	ACCEPTANCE DATE BY CONRTACT AGENCY 12-17-84	TIME ELAPSED 104 %	CONTRACT TIME 250 days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. E. 97th AVENUE - S. E. 122nd (Unit #1)
FAU 9718 (SUNNYSIDE ROAD)
Grading, Paving and Signals

This project provided for the reconstruction of the subject section of roadway to a full four lanes and turning; including curbs, sidewalks and drainage. This section of road is under Clackamas County jurisdiction. The pavement structure involved crushed rock base, B mix base lift and a C mix top lift. The finished roadway provides an exceptionally good ride for an urban arterial with many existing side grades to match.

The contractor overran the contract time by 9 days. Liquidated damages will be charged for 9 days.

The final cost of $395,000 overran the original estimate by 6%.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D R | Sign | Act | File

14
15

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe riginal Signed by		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE FEB 22 '85	TITLE Field Operations Engineer	DATE FEB 22 1985

December 27, 1984

The American Insurance Co.
PO Box 3825
Portland, OR 97208

CON 5
#9573

Gentlemen or Ladies:

On December 24, 1984, we wrote to you concerning release of final payment on Contract No. 9573 awarded to Riedel International, Inc. for work on the SE 97th Avenue-SE 122nd Avenue, Unit 1 Section of FAU 9718 in Clackamas County.

Final payment on this contract is $1,500.00. The total contract amount is $329,303.49 including $4,779.44 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Riedel International, Inc.
PO Box 3320
Portland, OR 97208

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-257	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Clackamas
MODIFICATION NUMBER 1		Project Number IX-9718(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$370,037.00	$403,427.00
Federal funds	$314,530.00	$342,912.00
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

For Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 20, 1984

FEDERAL AID PROJECT NO. IX-9718(6)

S.E. 97TH AVE.-S.E. 122ND AVE., UNIT 1 SEC.
SUNNYSIDE ROAD
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (4 LANES STA. 509+00 to STA. 525+00

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	$ 65.00	7,670	$ 49,855.00	7,960.18	$ 51,741.17
Class B or C Asphalt Concrete Mix	14.00	3,450	48,300.00	3,854.03	53,956.42
Asphalt Cement to Mixture	170.00	190	32,300.00	2,115.70	35,966.90
Gravel in Drains (P.A. #2)	25.00	---	---	42.55	1,063.75
Volume Loop Detectors (P.A. #3)	1,237.52	---	---	All Required	1,237.52
Reconnect Sanitary Sewer House Connects (F.A. #2)	---	---	---	---	1,592.04
Remove Curb and Sidewalk (F.A. #3)	---	---	---	---	3,187.40
		Subtotals	$130,455.00		$148,745.20

Increase	$ 18,290.20
Subtotal from Project Agreement Estimate of December 8, 1982	233,564.50
Subtotal	$ 251,854.70
Engineering	37,777.30
Total	$ 289,632.00

TYPE CODE 1000
ROADWAY (2 LANES STA. 525+00 TO STA. 534+00)

Total Code from Estimate of December 8, 1982	$ 80,313.00

TYPE CODE Y031
TRAFFIC SIGNAL

Modification and New Installation (SFO #3)	---	---	10,000.00	
Subtotal			$ 10,000.00	
Increase				$ 10,000.00
Subtotal from Project Agreement Estimate of December 8, 1982				19,500.00
Subtotal				$ 29,500.00
Engineering				3,982.00
Total				$ 33,482.00

Length of Project (4 Lane)	0.303 mi.
Length of Project (2 Lane)	0.170 mi.
	0.473 mi.

Cost of Roadway Per Mile (4 Lane)	$955,881.19
Cost of Roadway Per Mile (2 Lane)	$472,429.41

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway (4 Lane)	$ 289,632.00	$ 246,187.00	$ 26,067.00	$ 17,378.00
Roadway (2 Lane)	80,313.00	68,266.00	7,228.00	4,819.00
	33,482.00	28,459.00	3,014.00	2,009.00
Total	$ 403,427.00	$ 342,912.00	$ 36,309.00	24,206.00

Group 1 96%; Group 8 4%
Contract No. 9573
Prefix: 303-1904 (P.E.)
Prefix: 303-1049
Appn Code 580
WH:bkb

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Clackamas Project No. IX-9718(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. 97th Ave.-S.E. 122nd Ave., Unit Sec.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-27-82	0.473
OTHER *(Specify)*		

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 370,037.00	$ 314,530.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting
Program Management Engineer
(Title)

By XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the Interstate System. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 8, 1982

Federal-Aid Project
No. IX-9718(6)

S.E. 97th Ave.-S.E. 122nd Ave., Unit 1 Sec.
Sunnyside Road in Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (4 Lanes Sta. 509+00 to Sta. 525+00)

Mobilization	(75 %)	All Required	$ 7,684.50
Temporary Protection and Direction of Traffic	(75 %)	All Required	2,250.00
Temporary Signs	205 Sq. Ft.	10.00	2,050.00
Temporary Barricades	9 Each	70.00	630.00
Temporary Plastic Safety Markers	26 Each	45.00	1,170.00
Flagmen	600 Hour	21.00	12,600.00
Removal of Structures and Obstructions	(75 %)	All Required	3,000.00
General Excavation	4,609 Cu. Yd.	4.00	18,436.00
Trench Excavation	1,150 Cu. Yd.	2.00	2,300.00
Finishing Roadbed and Slopes	(75 %)	All Required	5,250.00
Watering	125 M-Gal.	10.00	1,250.00
1"-0 Aggregate Base	6,570 Ton	6.50	42,705.00
Class "B" or Class "C" Asphalt Concrete Mixture	2,655 Ton	14.00	37,170.00
Asphalt Cement in Mixture	146 Ton	170.00	24,820.00
12-inch Sewer Pipe	347 Lin. Ft.	15.00	5,205.00
15-inch Sewer Pipe	295 Lin. Ft.	16.00	4,720.00
18-inch Sewer Pipe	770 Lin. Ft.	19.00	14,630.00
24-inch Sewer Pipe	450 Lin. Ft.	22.00	9,900.00
27-inch Sewer Pipe	65 Lin. Ft.	31.00	2,015.00
Extra for Pipe Under Pavement	181 Lin. Ft.	5.00	905.00
Concrete Manholes	8 Each	1,100.00	8,800.00
Concrete Inlets, Type "G-2"	10 Each	350.00	3,500.00
Concrete Walks	895 Sq. Yd.	9.00	8,055.00
Concrete Driveways	19 Sq. Yd.	16.00	304.00
Concrete Curbs	2,080 Lin. Ft.	3.00	6,240.00
Extra for Asphalt Approaches	13 Each	100.00	1,300.00
Roadside Seeding and Mulching	0.75 Acre	1,000.00	750.00
			$ 227,639.50

Anticipated Items

Permanent Pavement Striping	(75 %)	All Required	$ 4,275.00
Temporary Pavement Striping	(75 %)	All Required	1,200.00
Bikeway Striping & Legend	(75 %)	All Required	450.00
			$ 5,925.00
		SUBTOTAL	$ 233,564.50
		Engineering	31,530.50
		TOTAL	$ 265,095.00

Type Code I000
Roadway (2 Lanes Sta. 525+00 to Sta. 534+00)

Mobilization	(25 %)	All Required	$ 2,561.50
Temporary Protection and Direction of Traffic	(25 %)	All Required	750.00
Temporary Signs	70 Sq. Ft.	10.00	700.00
Temporary Barricades	3 Each	70.00	210.00
Temporary Plastic Safety Markers	9 Each	45.00	405.00
Flagmen	200 Hour	21.00	4,200.00
Removal of Structures and Obstructions	(25 %)	All Required	1,000.00
General Excavation	691 Cu. Yd.	4.00	2,764.00
Trench Excavation	200 Cu. Yd.	2.00	400.00
Finishing Roadbed and Slopes	(25 %)	All Required	1,750.00
Watering	40 M-Gal.	10.00	400.00
1"-0 Aggregate Base	1,800 Ton	6.50	11,700.00
Class "B" or Class "C" Asphalt Concrete Mixture	875 Ton	14.00	12,250.00
Asphalt Cement in Mixture	49 Ton	170.00	8,330.00
12-inch Sewer Pipe	459 Lin. Ft.	15.00	6,885.00
15-inch Sewer Pipe	155 Lin. Ft.	16.00	2,480.00
Extra for Pipe Under Pavement	294 Lin.FFt.	5.00	1,470.00
Concrete Manholes	3 Each	1,100.00	3,300.00
Concrete Inlets, Type "G-2"	8 Each	350.00	2,800.00
Concrete Curbs	1,035 Lin. Ft.	3.00	3,105.00
Extra for Asphalt Approaches	9 Each	100.00	900.00
Adjusting Manholes	1 Each	200.00	200.00
Roadside Seeding and Mulching	0.25 Acre	1,000.00	250.00
			$ 68,810.50

Anticipated Items

Permanent Pavement Striping	(25 %)	All Required	$ 1,425.00
Temporary Pavement Striping	(25 %)	All Required	400.00
Bikeway Striping & Legend	(25 %)	All Required	150.00
			$ 1,950.00
		SUBTOTAL	$ 70,860.50
		Engineering	9,552.50
		TOTAL	$ 80,313.00

Type Code Y031
Traffic Signal

Traffic Signal Installation, Complete	All Required	$ 19,500.00
	SUBTOTAL	$ 19,500.00
	Engineering	2,632.00
	TOTAL	$ 22,132.00

Length of Project ------------	4 Lane	0.303 mi.
	2 Lane	0.170 mi.
TOTAL LENGTH		0.473 mi.

Cost of Roadway Per Mile (4 Lane) -----$874,900.99
Cost of Roadway Per Mile (2 Lane) ----- 472,429.41

Retained in Program Status

Permanent Signing by County Forces	All Required	$ 1,800.00
Bikeway Signs by County Forces	All Required	400.00
	SUBTOTAL	$ 2,200.00
	Engineering	297.00
	TOTAL	$ 2,497.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Fed. Funds	State Funds	County Funds
Roadway (4 Lane)	$265,095.00	$225,330.00	$23,859.00	$15,906.00
Roadway (2 Lane)	80,313.00	68,266.00	7,228.00	4,819.00
Traffic Signal	22,132.00	18,812.00	1,992.00	1,328.00
SUBTOTAL	$367,540.00	$312,408.00	$33,079.00	$22,053.00
Reserve	2,497.00	2,122.00	224.00	151.00
TOTAL	$370,037.00	$314,530.00	$33,303.00	$22,204.00

Group 1 96%; Group 8 4%
Contract No. 9573
Prefix: 303-1904 (P.E.)
Prefix: 303-1049

S.E. 97th Ave.-S.E. 122nd Ave., Unit 1 Sec.
(nonparticipating-State work)

Furnishing and Installing Mailbox Posts	15 Each	70.00	$ 1,053.00

1:23 Clackamas 11

ROAD DESIGN SECTION 378-6558

Edward L. Hardt
Metro Region Engineer, PORTLAND

April 24, 1984

W. H. Wakerlig
Right of Way Descriptions Supervisor

S.E. 97th Ave.-S.E. 122nd Ave. Section
Sunnyside Road
Clackamas County

We are forwarding herewith a reproducible map (9B-18-14) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section or Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By: Vince Carrow
Vince Carrow
Sr. Design Draftsman

VC:rlr
Attachment

9573

DATE: February 15, 1984

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
S.E. 97th Ave.-S.E. 122nd Ave., Unit 1 Section
FAU 9718 (Sunnyside Rd.), Clackamas County
Contract No. 9573

This federal-aid grading and paving project was recently completed and it is apparent that the final cost will exceed the project authorization by $19,500 or 5.3 percent.

The opening of the Clackamas Town Center Shopping Mall during the life of this contract increased traffic counts on Sunnyside Road sufficiently to require addition of a double left turn refuge. The added work was requested by Clackamas County and added approximately $10,000 to the cost of the project.

During the course of roadbed grading an extremely wet area was uncovered, requiring installation of the extra subdrainage added approximately $3,900 to the cost of the project.

In order to properly match the new roadway grades it was necessary to remove existing curbs and sidewalks which were not covered in the contract documents. This extra work added approximately $3,100 to the cost of the project.

In addition to the above, the construction engineering costs were increased due to the increased contract work.

There are sufficient funds available in the category of work and all the increase is eligible for federal particiaption.

I recommend that the authorization be increased by $19,500 to a new total of $390,758.50. This matter will be on the consent calendar for the February 28 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 14, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

O. K. - WES

SUBJECT: Request for Increase in Project Authorization
S.E. 97th Ave.-S.E. 122nd Ave., Unit 1 Section
FAU 9718 (Sunnyside Rd.), Clackamas County
Contract No. 9573

This federal aid grading and paving project was recently completed and it is apparent that the final cost will exceed the project authorization by $19,500.00 or 5.3 percent.

The opening of the Clackamas Town Center Shopping Mall during the life of this contract increased traffic counts on Sunnyside Road sufficiently to require addition of a double left turn refuge. The added work was requested by Clackamas County and added approximately $10,000 to the cost of the project.

During the course of roadbed grading an extremely wet area was uncovered, requiring installation of additional underdrains in order to properly drain the area to allow construction of a stable roadbed. Installation of the extra subdrainage added approximately $3,900 to the cost of the project.

In order to properly match the new roadway grades it was necessary to remove existing curbs and sidewalks which were not covered in the contract documents. This extra work added approximately $3,100 to the cost of the project.

In addition to the above, the construction engineering costs were increased due to the increased contract work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $19,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Gary Kennen
R. D. Church
W. F. Cobine

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. 97th Avenue — S.E. 122nd Avenue Unit 1

WEEK ENDING: February 11, 1984

SECTION PREFIX: 303-1049

HIGHWAY: FAU 9718 (Sunnyside Road)

COUNTY: Clackamas

NAME OF JOB: S.E. 97th Avenue--S.E. 122nd Avenue

KIND OF WORK: Grading, Paving, and Signals

CONTRACTOR: Riedel International, Incorporated

CONTRACT NUMBER: 9573

FEDERAL AID PROJECT NUMBER: IX-9718(6)

DATE OF CONTRACT: December 7, 1982

DATE WORK STARTED: February 3, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 259

PERCENT OF TIME ELAPSED: 104

PROJECT AUTHORIZATION: $ 371,258.50

EXCLUSIVE OF ENGINEERING: $ 341,819.50

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 343,630.19

ESTIMATED PERCENT OVERRUN: .1 %

ENGINEERING AUTHORIZATION: $ 29,439.00

ENGINEERING COST TO DATE: $ 51,200.00

PERCENT OF AUTHORIZATION: 174 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: October 20, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT L PROD	
100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,300 CY	8,370 T			3,530 T
TOTAL QUANTITIES CORRECTED TO DATE	5,077 CY	8,549 T			3,936 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,077 CY	8,549 T			3,936 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.			
PERCENT			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	0		
MONDAY	Clear	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Showers	0		
THURSDAY	Cloudy	0		
FRIDAY	Showers	0		
SATURDAY		0		

K

RECEIVED

SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity February 5 thru February 11, 1984
TUESDAY	
WEDNESDAY	
THURSDAY	Contractor made final AC patching today.
FRIDAY	
SATURDAY	

REMARKS

SUMMARY: Contract now complete. Contractor made final AC patching.

NOTE: Double left turn will be done under State Force Order.

ANTICIPATED: Semi-final submitted. FINAL REPORT

SIGNED Gary Kennen LOCATION Portland

Gary Kennen

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

nig

5

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINIST[illegible]ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IX-9718(1)

2. STATE PROJECT NO.

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80148

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-20-83

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: SE. 97th AVENUE - SE. 122nd AVENUE

11. GENERAL DESCRIPTION OF WORK Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change - see below

13. REMARKS

As requested in Mr. Swan's October 12, 1983 letter, I approve the revised Preliminary Engineering costs to a TEC of $180,100; FF $153,471.

(Increase TEC $68,600; FF $58,310 - appn code 580)

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR
Info Inves R/D O.R Sign Act File

Orig to
10/25

14. DATE 10-20-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: May 19, 1983

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Redesign of Metro Projects in Final Design
Bothmans's letter of April 25, 1983 entitled
"Metro Region Shoe Leather"

> A problem continues with redesign of projects in the Salem Design Section. Two examples are the Oregon City Bypass where the new design calls for a $5 million structure replacing a fill, and the Sunnyside Road which was redesigned requiring additional right-of-way. Both changes were developed in Salem Design without consultation of the Region and therefore a clear understanding of the budget limitations, right-of-way limitations, and other controls which justified the Region's initial actions.

In response, after considerable review, it appears that the statement "A problem continues with redesign of projects in the Salem Design Section" is misleading in the two examples sited. These projects were not redesigned in the Salem Design Section to any significant degree. If anyone has factual information not available to us, we would be glad to consider it. The following is submitted in support of my contention:

Sunnyside Road

Our analysis of the Sunnyside Road project shows that the field Right of Way Cost Estimate was $70,000. At a later date a more realistic appraisal was made of the right-of-way needed for the project. This cost was $700,000. This increase in the cost of right-of-way was due almost entirely from increased land values, not for increased right-of-way takings.

The costruction costs of this project have been reduced from $1,340,000 to $900,000 due partly to a change in base designs.

Oregon City Bypass

The soil, gas and water investigation of the Rossman Landfill area during the location phase was limited so an engineering analysis of the Rossman Landfill problems was not possible.

5-24 83

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Since that time, several reports have been written concerning the gas collection system, the Leachate disposal problem, additional soil test holes have been drilled, soil tests have been conducted and a current water table has been established. A major concern has been the long-term and differential settlement which could have serious consequences in the form of distortion of pavement roadway. Maintenance cost estimates are unreliable, but they could be very high on this section of the Oregon City Bypass.

Three alternates were considered for the area across the Rossman Landfill.

1. Regular embankment with a 11-foot surcharge to accelerate compaction of the 35-foot deep garbage in the landfill.
2. Dynamic compaction of the landfill and construction of the embankment.
3. The construction of a structure across the Rossman Landfill area.

After a number of meetings and discussions with representatives from Metro-Region and Team 1, a decision has been made to use the regular embankment alternate with the surcharge method to control future settlements. This decision was made with the knowledge that the structure option was the best based on future road maintenance costs, but was not fundable in transfer funds. The roadway maintenance costs for the selected alternate could be higher and the travelway could eventually become distorted and even require reconstruction of the pavement surface. This decision was made with the participation and approval of Metro-Region, Team 1 and the Technical Services Engineer and his staff.

Attached are copies of Ed Hardt's May 3, 1983 letter concerning the Rossman Landfill and my letter of May 12, 1983 concerning the Sunnyside Road Project.

JHV:rw

Attachments

cc: W. E. Schwartz W/Attach.
Ed Hardt W/Attach.

ROAD DESIGN SECTION DES

E. L. Hardt
Metro Region Engineer

May 12, 1983

J. H. Versteeg
Road Design Engineer

Final Design

Recently concern was expressed that Metro projects were being redesigned in the Final Design Unit increasing project costs by a substantial amount. This created severe funding problems and upset the locals. The example named in the discussion was S.E. 97th Ave.-122nd Ave. (Unit 2) FAU 9718 (Sunnyside Road).

The project as submitted was as follows:

1. 48' wide pavement, length of project 5,350'
2. Surface depth 2" A.C., 7" black base, 6" of lime treated soil
3. Cost per stationing for surfacing $8,000
4. Right-of-way width at the toe of the surfacing 58'
5. Preliminary right-of-way estimate of cost $70,000
6. Project cost including right-of-way $1,410.000

The current project in Final Design:

1. 48' wide paved surface, length of project 5,350'
2. Surface depth 4" of A.C., 15" base rock
3. Cost per stationing for surfacing $6,000
4. Right-of-way width at the toe of surfacing 62'
5. Current right-of-way cost estimate is $700,000
6. Project cost including right-of-way $1,600,000

Two things were changed in Final Design: the surfacing depth and the total width of surfacing. The surfacing design changed the base from 7" of asphalt treated base and 6" of lime soil treated to 15" of base rock to simplify stage construction. This in turn required an additional 2' wide strip of right-of-way on each side.

The right-of-way cost estimate has gone from $70,000 to $700,000. This $630,000 increase is due almost entirely to a realistic appraisal of the value of the property to be acquired. The changes made in Final Design have not increased the cost of the project any significant amount.

I am sure we do change projects in Final Design from time to time that could create problems. Based on my review, this did not happen on the Sunnyside Road project. Your suggestion that we meet and discuss the problem is still a good idea. Please give me a call and we will come up to Milwaukie for a visit with you and your staff.

JHV:rw

cc: E. S. Hunter
D. R. Adams
W. E. Schwartz

9718

~~Portland~~

ROAD DESIGN SECTION

DES 16

MEMO TO THE FILE

May 9, 1983

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAY 11 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Frank Roberts

S.E. 97th Ave. - S.E. 122nd Ave Unit 2
FAU 9718 (Sunnyside Rd.)
Clackamas County

The basic reference to the following is the increase in right-of-way cost.

The original right-of-way cost estimate was $70,000.00, plus some drainage easements. I am now informed the cost is $700,000.00 upwards.

The increase in the area of taking is explained here. The original surfacing thickness was 9" and used a 4',5:1 rock slope.

The current surfacing thickness is 19" using a 6', 3.5:1 rock slope. This resulted in the cut and fill slopes to be 4' wider than the field location. The current roadway profile follows the original location with only a few inches in deviation. There is no other design change that affects increase in right-of-way areas.

In regard to the total cost of the project the following applies.

Location Cost Estimate

Roadway	$ 1,340,000.00
R/W	70,000.00
Total	$ 1,410,000.00

Current Design Cost Estimate

Roadway	$ 900.000.00
R/W	700.000.00
Total	$ 1,600,00.00

FR:mg

Frank Roberts

[illegible] [illegible]

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

December 14, 1982

J. H. Versteeg
Road Design Engineer

Files 53032 and 53156 through 53199
S.E. 97th Ave.-S.E. 122nd Ave. (Unit 2)
Sunnyside Road (County Road)
Clackamas County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Tr[illegible]
Wakerlig

RECEIVED
DEC 15 1982
ROAD DESIGN SECTION

Do Not File
Return To
Engr
Action

Attached are descriptions (45 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for June 30, 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-9718(6)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Clackamas
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	80148

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/27/82	FAU 9718	County Road

10. GENERAL LOCATION:

SE 97th Ave. - SE 122nd Ave. (Unit 1) Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, high type pavement and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$5,700
Temporary Pavement Striping S.F.	1,600
Bikeway Striping & Legend S.F.	600

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/25/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $468,201 Federal Funds $397,969.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO
Mathews
FOR
Info | Inves | R/D | D/R | Sign | Act

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/27/82	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION
DEPT

378-6558
TELEPHONE

TO: Jack Sullivan
Specifications Engineer

DATE: 8,25,'82

FROM: W. E. Cole
Design Team Supervisor

SUBJECT: Footpath and Bicycle Trail Quantities for
S.E. 97th Ave. - S.E. 122nd Ave. Unit I
FAU 9718 Sunnyside Rd.
Clackamas Co.

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM	UNIT	QUANTITY
Class 'B' Asphalt	Ton	79
Asph. In Mix	Ton	5
Aggregate Base	Ton	702
4.5' P.C. Walk	Sq. Yd.	610

Width 3' 4'
Length 2720' 760'

NOTED
DON TROUT

cc: Don Shaffer
Duane Ridings
Bob Church
✓ Don Trout

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-1-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IX-9718(1)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Clackamas
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80148
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/1/82
8. FEDERAL ROUTE NUMBER FAU 9718
9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION: SE 97th Avenue - SE 122nd Avenue Section
11. GENERAL DESCRIPTION OF WORK Program change
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 5/20/82 I approve the revised Preliminary Engineering Costs to a TEC of $111,500 Federal Funds $95,461.

(Increase TEC $22,800 Federal Funds $19,562 Appn. Code W-36)

(Increase TEC $25,700 Federal Funds $21,845 Appn. Code 772)

RECEIVED
STATE HWY ENGR
JUN 4 '82
REFER TO [illegible]
FOR

Orig to
6-4-82

14. DATE 6/1/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 20, 1982

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan, P.E.
Program Control Engineer

SUBJECT:
Program Change
Project No. M-IX-9718(1)
S.E. 97th Ave.-S.E. 122nd Ave. Section
Clackamas County

I request your approval of a program change on the subject project to increase the estimated total cost to reflect more accurately the scope of work based on the attached justification letter from Mr. Terpin, dated May 14, 1982.

Approval of this request will involve an increase of $48,500 in total cost and $41,407 in Federal funds as follows:

	TEC	FF	Appn Code	Pro Rata
Previous	$ 63,000.00	$ 54,054.00	W36	85.8%
Increase	22,800.00	19,562.00	W36	85.8%
Increase	25,700.00	21,845.00	772	85.0%
TOTAL	$111,500.00	$ 95,461.00		

The portion of the increase in Appn W36 funds are for costs incurred to December 11, 1981 when joint financing was approved utilizing Interstate Transfer funds.

CL:bkc
Attachment

cc: E. Mershon
G. Zehner
F. Terpin
General Files

Form 734-3122

nig

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-IX-9718(1)
2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 80148
2A. COUNTY NAME Clackamas

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-11-81
8. FEDERAL ROUTE NUMBER FAU 9718
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SE. 97th AVENUE - SE. 122 nd AVENUE SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Swan's letter of December 11, 1981, I approve the program change as follows:

1. Project Number: Change to read "M-IX-9718(1)"
2. Appn Code: Add "772"
3. Class of Federal Funds:
   Change to read "---& Interstate Substitutions General Funded"

RECEIVED
STATE HWY ENGR
DEC 17 '81
REFER TO Moehring
FOR

Info	Appr	R/D	O/R	Sign	Act	File

14. DATE 12-11-81
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 11, 1981

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan
Operation Programming Engineer

SUBJECT:
Program Change
Item No. 80148
Project No. M-9718(1)
S.E. 97th Ave.-SE 122nd Ave. Section
Clackamas County

I request approval of a program change to joint fund the subject project with Interstate Substitutions General Funds requiring revisions as follows:

1) Project Number: Change to read "M-IX-9718(1)".
2) Appn Code: Add "772".
3) Class of Federal Funds: Change to read "---& Interstate Substitutions General Funded".

No additional obligation of funds is requested at this time, but will be made when justification is submitted for an increase in preliminary engineering costs.

JLG:bkc

cc: Gary Zehner
General Files

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM Dale E. Wilken, Division Administrator

4. PROGRAM NO.

5. ITEM NO. 80148

6. TO

Mr. H. S. Coulter, State Highway ENgineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-18-81

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION: SE. 97th AVENUE - SE. 122nd AVENUE

11. GENERAL DESCRIPTION OF WORK Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 9-15-81, you are now authorized to proceed with all phases of right of way acquisition for files 52113 through 52130, as shown on R/W map 9B-18-14 at a TEC of $175,000; Federal Funds $148,750. (No increase of funds required for this authorization).

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

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STATE HWY ENGR
NOV 13 '81
REFER TO Mapping
FOR

Info	Inves	R/D	D R	Sign	Act	File

14. DATE 9-18-81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9718(5)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80148

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
9/18/81

8. FEDERAL ROUTE NUMBER
FAU 9718

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
SE 97th Avenue - SE 122nd Avenue

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/15/81 I approve the revised Right of Way Costs to a TEC of $175,000 Federal Funds $148,750.

(Increase TEC $15,000 Federal Funds $12,750 Appn. Code 772 from 81 Supplemental allocation)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO
moehring
FOR

9-23

14. DATE
9/18/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12 79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
M-9718(1)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80148

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
9/9/81

8. FEDERAL ROUTE NUMBER
FAU 9718

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
SE 97th Avenue - SE 122nd Avenue Section

11. GENERAL DESCRIPTION OF WORK
PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ XXX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 9/17/81.

FONSI approved 9/9/81.

(Funds are available for the above authorization within the obligated amount for the subject project)

RECEIVED
STATE HWY ENGR
SEP 23'81
REFER TO
Moehring
FOR

[illegible]

14. DATE
9/17/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K. [illegible]

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1981

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan Original Signed By D. E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Item No. 80148
Project No. M-9718(1)
SE 97th Ave.-SE 122nd Avenue Section
Sunnyside Road (FAU 9718)
Clackamas County

I request authorization as of September 9th to proceed with the portion of preliminary engineering, including utility preparatory work and archeological salvage, necessary to obtain PS&E approval with no additional obligation of Federal funds at this time.

This request is based on the fact that the Finding of No Significant Impact (FONSI) was approved by FHWA on September 9, 1981.

JLG:pf

cc: Gary Zehner
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 15, 1981

Dale E. Wilken
Division Administrator
Federal Highway Administration

D.E. Swan
Operation Programming Engineer

Project No. IX-9718(5)
S.E. 97th Ave.-S.E. 122nd Ave. Section
Right of Way
Clackamas County

I request authorization to proceed with the actual acquisition of right of way as programmed on the subject project for the portion from S.E. 97th Ave.-S E. 105th Ave. as outlined in red on the enclosed copy of right of way map 9B-18-14. The estimated cost of this portion of the project is $175,000 with $148,750 in federal funds. The enclosed copy of Mr. Lowe's memo of July 29, 1981 indicates no relocation assistance is involved.

Approval of this request will involve an increase in the estimated total cost and federal funds as follows:

	Appn Code	TC	FF	%
Present	772	$175,000.00	$148,750.00	85
Previous	772	160,000.00	136,000.00	85
Increase		$ 15,000.00	$ 12,750.00	

Funds for this increase are available from the supplemental FY '81 allocation. A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkc
Attachments

cc: J. Rose
Judy Smith
J. Boyd
F. Lowe
G. Zehner
General Files

Form 734-3122

9573

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

FOR

OREGON PROJECT M-9718(-)

I-205 - SE. 122nd Avenue Section
SE. Sunnyside Road
Clackamas County

This project has been thoroughly reviewed by the Federal Highway Administration and it has been determined, by the undersigned, that this project will have no significant effect on the human environment.

This finding is based on the attached environmental assessment which has been independently evaluated by the Federal Highway Administration and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project and provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

9-9-81
Date

EJ Valach
Ernest J. Valach
Program Development Engineer
Oregon Division - Salem, Oregon

Attachment

ENVIRONMENTAL ASSESSMENT

Interstate 205 - S. E. 122nd Avenue (S. E. Sunnyside Road)

Clackamas County, Oregon

Revised September 1981

Federal Highway Administration
Oregon State Highway Division

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DESCRIPTION OF THE PROPOSED ACTION

The proposed project is located in Clackamas County, Oregon, and involves the section of S.E. Sunnyside Road between Interstate 205 (I-205) and S.E. 122nd Avenue (see Figures 1 and 2). The project proposes to add travel lanes, a continuous left turn median, bicycle lanes and sidewalks at an estimated cost of 2.5 million dollars (see Figures 3 and 4). The road section is divided into two units. Between I-205 and S.E. 105th Avenue (Unit 1) the roadway would be seventy feet wide and have five lanes--four travel lanes, a continuous turning median, and shoulders signed and striped for bicycle use; a sidewalk would be constructed on the south side off the roadway.

The five lane section would begin tapering to three lanes near S.E. 105th Avenue. Between a point approximately 600 feet east of the easternmost entrance to the Kaiser Medical Center and S.E. 122nd Avenue (Unit 2), the roadway would be forty-eight wide and include two travel lanes, a turning median and a shoulder/bicycle lane on each side (see Figures 3 and 4). At S.E. 122nd Avenue the roadway would taper to match the exiting two lane facility.

The proposed bicycle lanes are a component of the Regional Bicycle Plan as identified in the Clackamas County Comprehensive Land Use Plan. These lanes are designated Class III, which means they utilize road shoulders, being separated from traffic lanes by striping. The proposed bicycle lanes would intertie with an already constructed bike path which runs on the west side of I-205. The I-205 path connects with a two-way bike path which runs on the north side of Sunnyside Road, west of the southbound I-205 off-ramp (see Figure 5).

Bicycle traffic using Sunnyside Road would be required to cross I-205 on the existing overcrossing structure. These crossings would be regulated by pedestrian actuated signals now in place on the west and east sides of the overcrossing, and would require the use of a sidewalk now in place between Stevens Street and the I-205 northbound on-ramp. To facilitate these crossings a ramp would be cut on the just mentioned sidewalk, and on the sidewalks on the overcrossing. Since there is sufficient room for bicycles off the sidewalk on the overcrossing (approximately 5 feet), four drainage grates would be modified with straps to allow safe bicycle passage. This would give bicyclists the option to use either the sidewalk or the shoulder area. The aforementioned improvements would provide continuity for bicycle travel between the Clackamas Town Center on the west side of I-205, and residential areas served by S.E. Sunnyside Road on the east between I-205 and S.E. 122nd Avenue (Figure 5).

Other road improvements include widening the northbound I-205 off-ramp to three lanes, adding a westbound right-turn lane on Sunnyside Road for northbound access to the freeway. New traffic signals on Sunnyside Road at S.E. 97th Avenue and the westerly entrance to the Kaiser Medical Center are currently scheduled for installation; the signals will be interconnected with the existing I-205 ramp terminal signals.

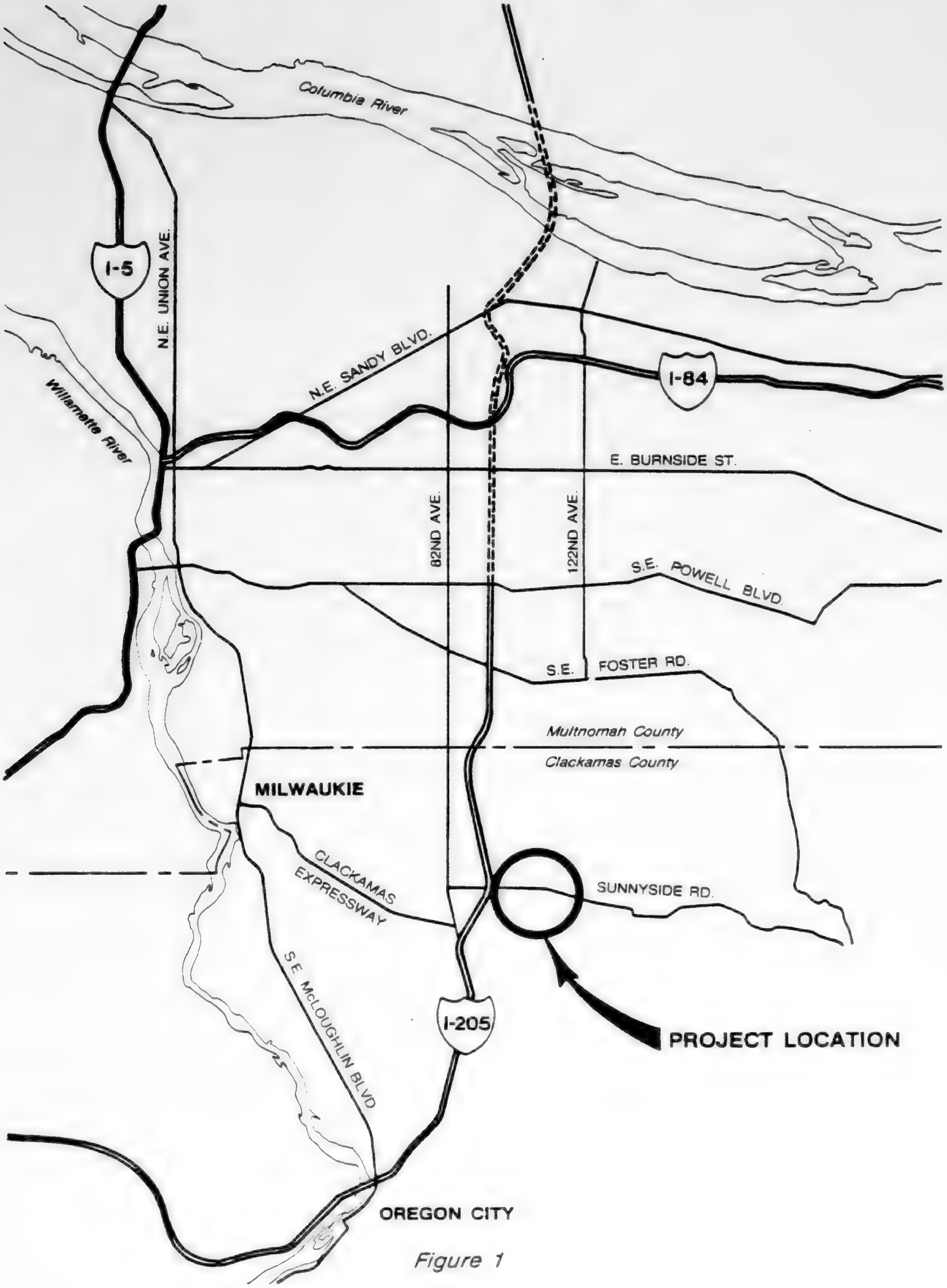

Columbia River
I-5
N.E. UNION AVE.
Willamette River
N.E. SANDY BLVD.
I-84
E. BURNSIDE ST.
82ND AVE.
122ND AVE.
S.E. POWELL BLVD.
S.E. FOSTER RD.
Multnomah County
Clackamas County
MILWAUKIE
CLACKAMAS EXPRESSWAY
SUNNYSIDE RD.
PROJECT LOCATION
S.E. McLOUGHLIN BLVD
I-205
OREGON CITY

Figure 1

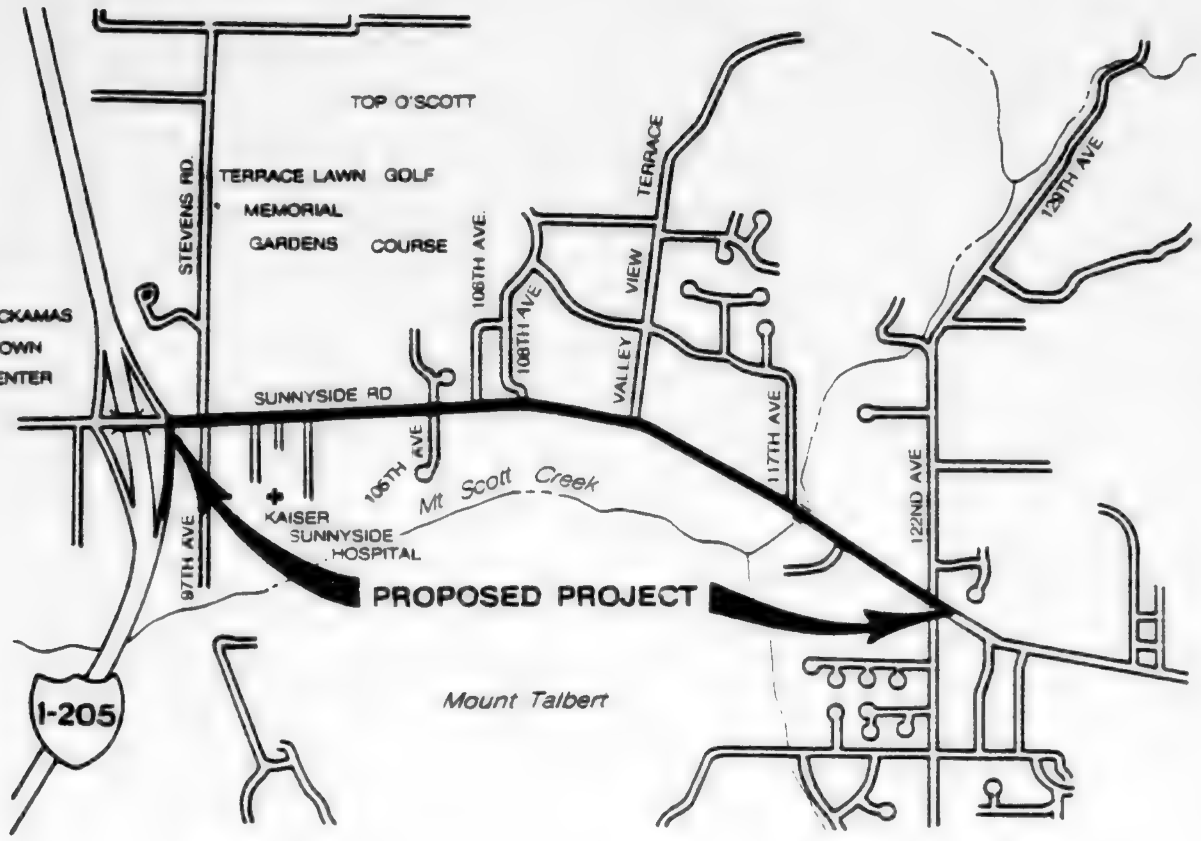
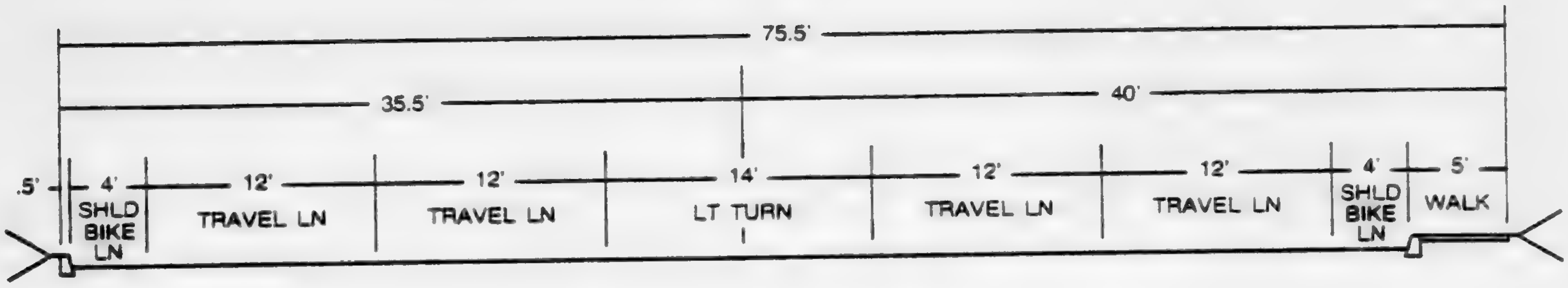

TOP O'SCOTT
TERRACE LAWN MEMORIAL GARDENS
GOLF COURSE
STEVENS RD.
106TH AVE.
108TH AVE
VALLEY VIEW TERRACE
129TH AVE
CLACKAMAS TOWN CENTER
SUNNYSIDE RD
105TH AVE
117TH AVE
122ND AVE
Mt Scott Creek
KAISER SUNNYSIDE HOSPITAL
97TH AVE
PROPOSED PROJECT
I-205
Mount Talbert

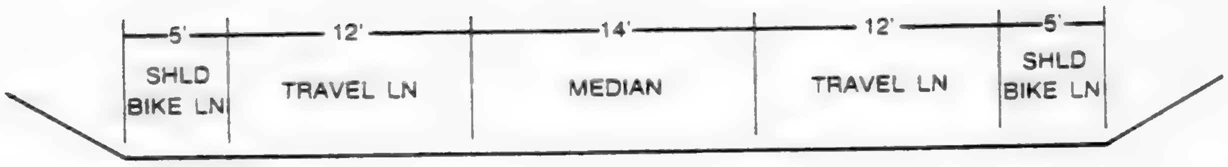
Figure 2

Sunnyside Road
Typical Section


75.5'
35.5'
40'
.5'
4'
SHLD BIKE LN
12'
TRAVEL LN
12'
TRAVEL LN
14'
LT TURN
12'
TRAVEL LN
12'
TRAVEL LN
4'
SHLD BIKE LN
5'
WALK

Section East of S.E. 97th

(Roadway tapers to 48' approximately 600' east of the last Medical Center entrance.)


5'
SHLD BIKE LN
12'
TRAVEL LN
14'
MEDIAN
12'
TRAVEL LN
5'
SHLD BIKE LN

Section between S.E. 105th - S.E. 122nd

Figure 3

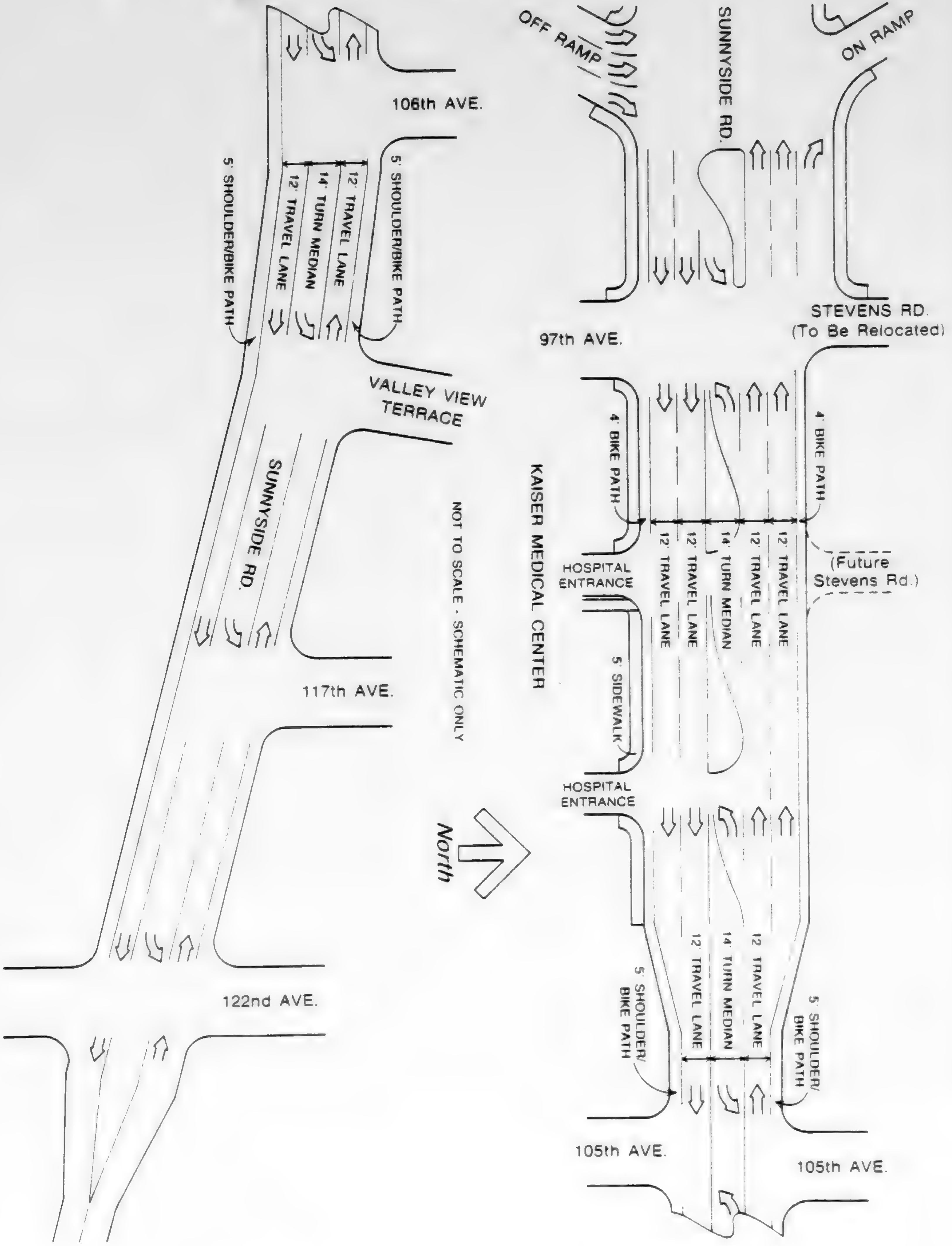

OFF RAMP
SUNNYSIDE RD.
ON RAMP
106th AVE.
5' SHOULDER/BIKE PATH
12' TRAVEL LANE
14' TURN MEDIAN
12' TRAVEL LANE
5' SHOULDER/BIKE PATH
97th AVE.
STEVENS RD. (To Be Relocated)
VALLEY VIEW TERRACE
SUNNYSIDE RD.
KAISER MEDICAL CENTER
NOT TO SCALE - SCHEMATIC ONLY
4' BIKE PATH
4' BIKE PATH
12' TRAVEL LANE
12' TRAVEL LANE
14' TURN MEDIAN
12' TRAVEL LANE
12' TRAVEL LANE
HOSPITAL ENTRANCE
(Future Stevens Rd.)
5' SIDEWALK
117th AVE.
HOSPITAL ENTRANCE
North
122nd AVE.
5' SHOULDER/BIKE PATH
12' TRAVEL LANE
14' TURN MEDIAN
12' TRAVEL LANE
5' SHOULDER/BIKE PATH
105th AVE.
105th AVE.

Figure 4. Proposed Improvements (Schematic)

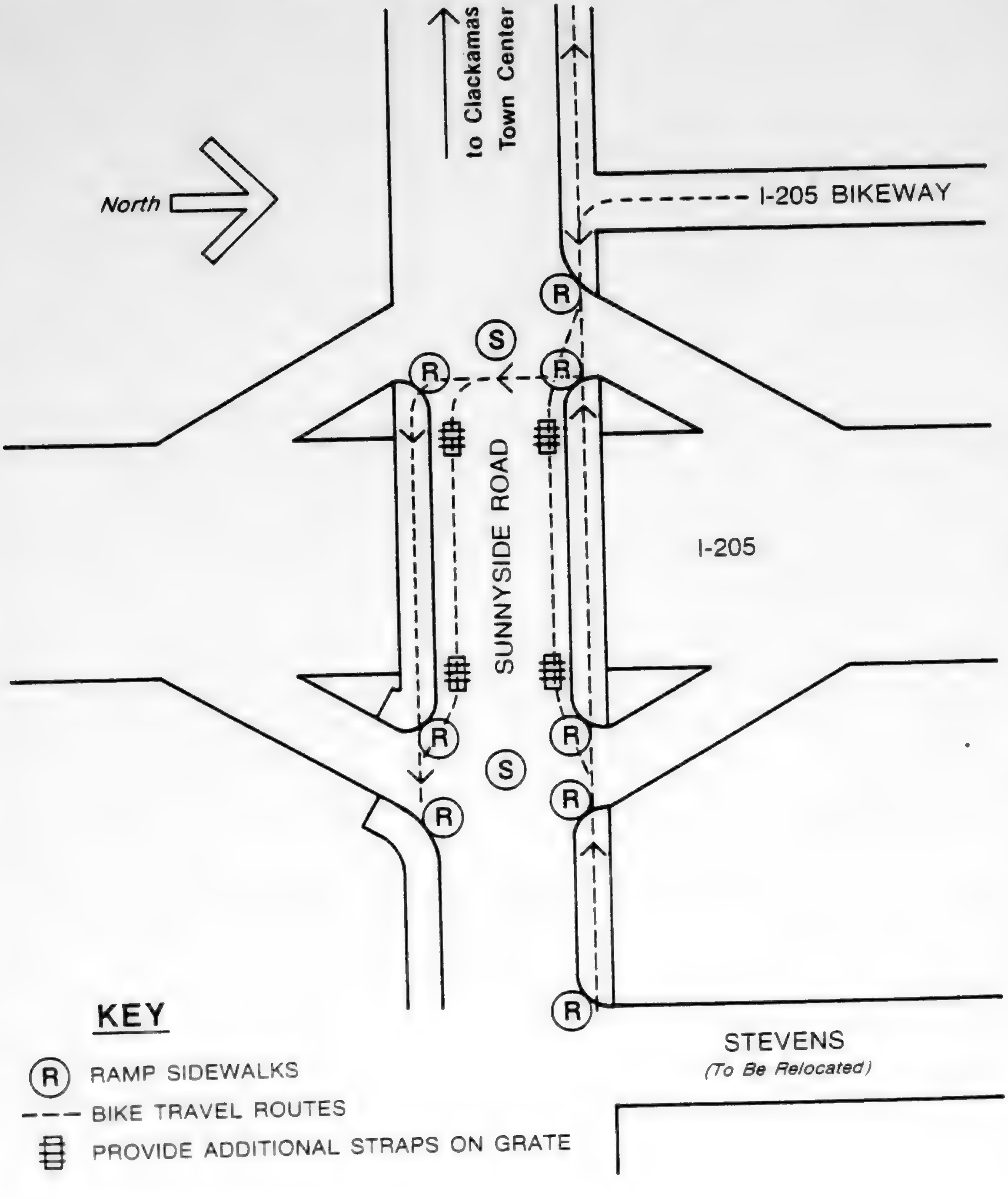

to Clackamas Town Center
North
I-205 BIKEWAY
R
S
SUNNYSIDE ROAD
I-205
STEVENS
(To Be Relocated)
KEY
R RAMP SIDEWALKS
BIKE TRAVEL ROUTES
PROVIDE ADDITIONAL STRAPS ON GRATE

Figure 5. Bicycle Routing (Schematic)

The existing drainage ditch on the northside of Sunnyside Road between S.E. 97th and S.E. 105th would be replaced by a storm sewer, which would connect to the existing system completed during the construction of I-205. A box culvert which carries Mt. Scoot Creek under the roadway, and a smaller one located near 106th Avenue, would require extension.

The information in this assessment assumes that the proposed eastward realignment of Stephens Street to a point opposite the first entrance to the Kaiser Medical Center, approximately 550 feet east of S.E. 97th Avenue, will be completed prior to the widening of Sunnyside Road. In the event that Stevens Street is not realigned prior to this project, a reassessment of traffic impacts and related impacts on air quality and noise levels will need to be made.

PURPOSE AND NEED

The purpose of this project is to improve traffic flow and safety for autos and trucks and bicyclists on S.E. Sunnyside Road. This would be done by adding travel lanes, a turning median, signals and bike lanes. The proposed improvements are needed to accommodate increasing traffic demand resulting from residential and commercial development through the year 2000. The area is now undergoing rapid growth in both commercial and residential development.

Sunnyside Road is located in the southeast portion of the Portland metropolitan area, in northwest Clackamas County. There was little residential or commercial development in this area before the opening of Interstate 205 in 1977. In 1975 the Kaiser Medical Center was constructed at S.E. 97th and Sunnyside Road, adjacent to Interstate 205. Both the freeway and the medical center brought a surge of new traffic to Sunnyside Road. In early 1981 the Clackamas Town Center, located west of I-205, was opened for business. This development is a 115 acre shopping center containing more than one million square feet of floor space.

With the development of the Kaiser Medical Center, the construction of Interstate 205 to Powell Boulevard, and now the opening of the Clackamas Town Center, the volume of traffic on Sunnyside Road continues to increase. During the period from 1974 to 1980 traffic on Sunnyside Road between S.E. 97th and the freeway increased by about 185 percent.

In October 1980 the Average Weekday Traffic (AWD) between S.E. 97th and S.E. 105th was approximately 11,000 vehicles. It is anticipated that this will increase by more than 150 percent to 28,000 AWD by year 2000. Between S.E. 105th and S.E. 122nd the traffic volume is expected to increase by nearly 140 percent to 21,000 AWD.

ALTERNATIVES CONSIDERED

No-Build Alternative

With the No-Build Alternative, Sunnyside Road from Interstate 205 to S.E. 122nd Avenue would not be improved. The section from I-205 to S.E. 97th Avenue would remain a three lane roadway with two westbound and one eastbound lane. From S.E. 97th to the east entrance to Kaiser Medical Center the roadway would remain two lanes with a wide paved shoulder on the eastbound side. The shoulder is currently used as a right-turn lane for the hospital. From the Medical Center to 122nd Avenue the section would remain a 22-foot wide, two lane road with narrow gravel shoulders, except where developers have been required to widen and curb the road to coincide with adjacent land development. The off-ramp northbound from I-205 to Sunnyside Road, which now has a right-turn lane and a left-turn lane, would not be widened. The realignment of Stevens Street is planned for the near future and would be done even if the Build Alternative on Sunnyside Road is not implemented.

Build Alternative

General features of the proposed project are described on pages one and two. This section describes these features in more detail. It should be noted that specific details like exact widths are subject to change during final design.

Figure 3 shows the typicial sections for the Sunnyside Road between S.E. 97th Avenue and S.E. 122nd Avenues. Between 97th and a point just east of the eastern entrance to the Kaiser Medical Center, the existing 39-foot pavement width would be increased to 70 feet. The roadway would have four 12-foot travel lanes, a 14-foot median for left-turns, and a 4-foot shoulder/bicycle path on each side of the road. On the south side a 5-foot wide sidewalk would be constructed off the shoulder/bike lane.

Between a point approximately 600 feet east of the eastern-most Medical Center entrance and S.E. 105th Avenue, the roadway would taper from the 4 lane section to a 2 lane section having two 12 foot travel lanes, a left-turn median 14 feet in width and a 5-foot wide shoulder/bike path on each side. This configuration would continue to S.E. 122nd Avenue. East of 122nd Avenue Sunnyside Road would taper to match the existing two lane roadway.

The northbound off-ramp at Interstate 205 and Sunnyside Road would be widened to include two 12-foot left-turn lanes and one 12-foot right-turn lane. A 12-foot right-turn lane from westbound Sunnyside Road to the northbound I-205 on-ramp would be added. This lane would be developed beginning east of Stevens Street.

Two roadside retaining walls, approximately 2 1/2 feet in height, are required to reduce right-of-way needs and to stabilize slopes adjacent to the roadway. One wall would be located at the foot of the parking lot of the Sunnyside Community Church at 122nd Avenue. The second wall would be on the south side of Sunnyside Road beside the house immediately east of the Mt. Scott Creek fill.

Signals would be installed at the 97th/Stevens Street intersection, and at the west entrance to the Medical Center. These signals would be interconnected with the two signals at the interchange with I-205 to permit smoother traffic flow. Both signals are planned to be in operation prior to implementing this project.

IMPACTS

Overview

Adverse impacts are largely limited to the the need to acquire additional right-of-way. This requirement is comparatively minor, being limited to approximately 2.5 acres. Most of the acquisition is in the form of narrow strips of lawn, landscape plants and fences.

The proposed project is consistent with local land use plans, which call for considerable commercial and residential growth in the area served by S.E. Sunnyside Road. Widening the existing roadway and providing signals and bicycle paths will allow this growth to be safely and efficiently served by Sunnyside Road. The proposed improvement would impose slightly greater noise levels on adjacent properties, an impact for which effective mitigation does not exist; the noise increase relative to No-Build conditions is 1 dBA, an imperceptable difference. The improved traffic flow made possible by the proposal would result in improved air quality.

The proposed project would not involve floodplain areas or prime or unique soils. There have not been any endangered plant or animal species identified in the project area, and there are no parks affected by the proposal. A culvert through which Mt. Scott Creek passes can be extended with only minor, short-term impacts to the stream. A minor amount of riparian vegetation along the creek would be covered by roadway fill and the extended culvert.

With the No-Build Alternative traffic congestion would become worse on Sunnyside Road, decreasing traffic safety and causing comparatively worse air quality from increased vehicle emissions. Area-wide land use would not be satisfactorily served under No-Build conditions, and eventually the attractiveness for development of the area immediately served by Sunnyside Road would be less.

Traffic

Table 1 shows the expected increases in traffic volumes through the year 2000. These increases indicate that under a No-Build Alternative traffic congestion will increase, safety will decline, and extremely poor levels of traffic service will exist in future years. The Build Alternative increases traffic capacity by adding additional lanes, a turning median, and signals. This should provide satisfactory traffic service through the year 2000.

Since the construction of the Kaiser Medical Center in 1975, the Average Weekday Traffic (AWD) on Sunnyside Road between I-205 and S.E. 97th Avenue has increased from 4200 vehicles AWD to 15,400 vehicles AWD at the present time. Traffic volumes on this section are projected to nearly double by the year 2000 (see Table 1). Between S.E. 97th Avenue and S.E. 122nd Avenue, traffic on Sunnyside Road is projected to increase as much as 139 percent for the same period of time (see Table 1).

TABLE 1

Average Weekday Traffic (AWD)

Between:	1980 AWD	1985 AWD	Percent Increase	2000 AWD	Percent Increase
Interstate 205					
	15,400	19,000	1.9	30,000	95
S.E. 97th/Stevens					
	10,900	14,100	29.4	26,000	139
S.E. 105th Ave.					
	9,400	13,000	38.3	22,000	134
Valley View					
	8,800	12,000	36.4	21,000	139
S.E. 122nd Ave.					

Existing peak hour traffic on Sunnyside Road between I-205 and S.E. 97th is projected to increase from 750 vehicles per hour to 1300 vehicles/hour by year 2000, a 73 percent increase. Peak hour traffic on other sections of the proposed project (Valley View Road and S.E. 122nd eastbound) will increase as much as 150 percent (see Table 2).

TABLE 2

Peak Hour Traffic

	1980		1985		2000	
Between:	East Bound	West Bound	East Bound	West Bound	East Bound	West Bound
I-205						
	750	750	1000	1000	1300	1300
S.E. 97th/Stevens						
	750	700	975	900	1300	1300
S.E. 105th Avenue						
	700	650	975	900	1300	1300
Valley View						
	600	600	825	825	1500	1400
S.E. 122nd Avenue						

Based on 1980 traffic volumes, the Level of Service (LOS) on Sunnyside Road between I-205 and S.E. 97th Avenue is fair (LOS D - see Table 3), meaning that traffic moved at an average speed of 15-20 miles per hour. Between S.E. 97th Avenue and S.E. 122nd Avenue the LOS was "B", or very good, with a stable flow of 25 to 30 mph.

TABLE 3

Levels of Service

A. - Excellent - Free flow, above 30 mph
B. - Very Good - Stable flow, 25-30 mph
C. - Good - Stable flow, 20-25 mph
D. - Fair - Approaching unstable flow, 15-20 mph
E. - Poor - Unstable flow, approximately 15 mph
F. - Very Poor - Forced flow, less than 15 mph

Without the realignment of the Stevens Street intersection with Sunnyside Road, by 1985 the LOS between S.E. 97th and I-205 would be "E", or poor. However, when the Stephens Street intersection is moved to intersect with the main entrance of the Medical Center, the added capacity this creates would allow that road segment to function at LOS "C." Under No-Build conditions, with or without the Stevens Street realignment, it is expected that by the year 2000 traffic operations would deteriorate to LOS "F" between I-205 and S.E. 97th Avenue. The main entrance to Kaiser Medical Center and the S.E. 122nd intersection would operate at a LOS "E."

In summary, the proposed project would improve traffic, pedestrian and bicycle safety along Sunnyside Road. Traffic congestion would be relieved with the addition of the four-lane roadway and turning median. The addition of the shoulder/bicycle path between 97th and 122nd, and the sidewalk on the south side of the road between 97th and 105th, would provide improved access for both pedestrians and bicyclists.

Land Use

Existing land use within the project area and along Sunnyside Road is primarily single family residences. Most of the residences are located on the north side of the road with isolated homes on the south side. Isolated residential home tracts are located in the project area, as well as east of the project. The undeveloped land along Sunnyside Road has been designated for residential development by the Clackamas County Comprehensive Land Use Plan. The undeveloped land now consists of orchards, open fields and native vegetation.

On the west end of the project the 27-acre Kaiser Medical Center is the predominate nonresidential development. A motel and restaurant complex are also located adjacent to the project on S.E. 97th Avenue. Mt. Scott Golf Course borders the road to the north of the Medical Center. Two churches are also situated alongside the roadway. Clackamas County School District Number One owns a parcel of land south of Sunnyside Road and west of 122nd. This land is presently being held in reserve as a future high school site. A final decision on the construction of the school will be made after a reevaluation of the area's needs are made.

The future of the area will be affected by the newly opened Clackamas Town Center located to the west of the project, between S.E. 82nd Avenue and I-205. The commercial complex is comprised of 115 acres and opened early in 1981. Another 365 acres surrounding the Town Center is scheduled for future development. One unit of this development would be built across Sunnyside Road from the Town Center. The entire 480 acre planned development will include, in addition to the Town Center, light industrial, heavy-density residential clusters, offices, restaurants, park, library, additional retail stores and urban amenities including a transit station. The entire complex will be referred to as an activity center. The center's scheme has been approved and is a part of the Clackamas County Land Use Comprehensive Plan.

The proposed project will serve planned growth in residential and commercial development in the area during the next 20 years, as envisioned in the Clackamas County Comprehensive Land Use Plan. The No-Build Alternative would not support the degree of development called for in the plan, because it would result in increased congestion on Sunnyside Road. The Comprehensive Land Use Plan for Clackamas County has been adopted by Clackamas County, but is not yet acknowledged by the Land Conservation and Development Commission. This project is consistent with the Transportation Goals set forth in the Comprehensive Plan. The conformance of the project and the No-Build with State of Oregon Land Use Goals, which are administered by the Land Conservation Development Commission, is summarized in Table 4. Since there are no conflicts identified, an exception to any one of the goals will not be required.

Noise

The Build Alternative results in traffic noise levels which are slightly higher than the No-Build Alternative (see Table 5). The zone of impact along Sunnyside Road extends a maximum of 70 feet for exterior design noise levels and 150 feet for the interior design noise levels.

The distance for interior levels means that any structures with open windows and no shielding would experience noise levels of at least L_{eq} 52 dBA within this distance. The projected noise levels for the year 2000 at 50 feet from the centerline are L_{eq} 69 dBA for the Build Alternative, and L_{eq} 68 dBA for the No-Build Alternative, 2 dBA above the Federal Highway Administration guidelines of L_{eq} 67 dBA, for residences. Forty-nine residences will be exposed to noise levels in excess of L_{eq} 67 dBA, under both No-Build and Build conditions. Two churches and a hospital along Sunnyside Road will not be impacted by traffic noise (see Table 5).

Sound barriers were considered as a method to mitigate noise impacts. However, in most cases, the residences have direct driveway access to Sunnyside Road which would require openings in the barrier. These openings would allow large amounts of traffic noise to pass through the barriers and reach the affected residences, making the barrier ineffective.

In two locations residences have access to the north of Sunnyside Road; a noise wall or berm would reduce the noise by 5-7 dBA here. These barriers were not recommended for the following reasons:

- The cost of the barrier was judged to outweigh the benefits.
- The barrier would not blend asthetically with adjacent residences and would block off pedestrian access to Sunnyside Road.

TABLE 4

LCDC Goal Compliance Review

Goal	No-Build	Build
GOAL 1-Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.	Not Applicable	Consistent. Project requires only minor amount of right-of-way, so a Citizen Advisory Committee was not appointed. Citizen input will be solicited at the forthcoming public hearing.
GOAL 2-Land Use Planning. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. (This goal requires state actions to be consistent with local comprehensive plans).	Not consistent with Clackamas County Comprehensive Plan policies for arterial streets.	Consistent. Project is compatible with policies set forth in Comprehensive Plan.
GOAL 3-Agricultural Lands. To preserve and maintain agricultural lands.	Consistent. Does not require acquisition of agricultural lands.	Consistent. Does not require acquisition of agricultural lands.
GOAL 4-Forest Lands. To conserve forest lands.	Consistent. No forest lands affected.	Consistent. No forest lands affected.
GOAL 5-Open Spaces, Scenic, and Historic Areas and Natural Resources. To conserve open space and protect natural and scenic resources.		
(a) Open Space	Consistent. No open space affected.	Will require acquisition of small portion of Mt. Scott Golf Course. Will not affect the greens or trees.

TABLE 4 - continued

Goal	No-Build	Build
(b) Fish and Wildlife Areas and Habitat	Consistent. Would not affect existing fish and wildlife habitat.	Potential impact to Mt. Scott Creek culvert under roadway. Culvert extension. Will be designed in a manner to permit 8" minimum flow for fish passage.
(c) Ecologically and Scientifically Significant Natural Areas	Consistent. Would not affect natural areas.	Consistent. Will not affect natural areas.
(d) Outstanding Scenic Views and Sites	Consistent. Will not affect scenic views and sites.	Consistent. Will not affect scenic views and sites.
(e) Water Areas, Wetlands, Watersheds, and Groundwater Resources	Consistent. No impacts.	Consistent.
(f) Historic Areas, Sites, Structures, and Objects	Consistent. Will not affect any historic areas or structures.	Consistent. Will not affect any historical areas or structures.
(g) Recreation Trails	Not Consistent. Will not provide for bicycle trail along Sunnyside Road as identified in Comprehensive Plan.	Consistent. Will provide bicycle lane as part of system identified in Comprehensive Plan.
GOAL 6-Air, Water, and Land Resources. To maintain and improve the quality of the air, water, and land resources of the state.		
(a) Air Quality	Not Consistent. Total suspended particulates predicted to increase in the future.	Consistent. It will not increase any existing or contribute to a violation of air quality standard.
(b) Noise	Consistent.	Consistent.
(c) Water Quality	Consistent.	Consistent. Existing storm sewers and drainage ditches would be maintained.

TABLE 4 - continued

Goal	No-Build	Build
GOAL 7-Areas Subject to Natural Disaster and Hazards. To protect life and property from natural disasters and hazards.		
(a) Stream Flooding	Consistent.	Consistent.
(b) Erosion and Deposition	Consistent.	Consistent.
(c) Landslides	Consistent	Consistent.
(d) Weak Foundation Soils	Consistent.	Consistent.
GOAL 8-Recreational Needs. To satisfy the recreational needs of the citizens of the state and visitors.	Consistent. Recreation will not be affected.	Consistent. Small portion of privately owned golf course will be required - no greens or trees will be affected.
GOAL 9-Economy of the State. To diversify and improve the economy of the state.	Consistent.	Consistent. Will improve access to newly opened Clackamas Town Center complex and encourage future planned commercial developments.
GOAL 10-Housing. To provide for housing needs of citizens of the state.	Consistent. Will not affect the orderly development of residential areas.	Consistent. Will encourage the rapid residential development of area as identified in the Comprehensive Plan.
GOAL 11-Public Facilities and Services. To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.	Consistent. Will not affect facilities and services.	Consistent. Will maintain or improve facilities and services, especially emergency vehicle services.
GOAL 12-Transportation. To provide and encourage a safe, convenient and economic transportation system.	Not consistent with County's Comprehensive Plan.	Consistent with Comprehensive Plan. Will provide for a safer traffic and pedestrian/bicyclist transportation system.

TABLE 4 - continued

Goal	No-Build	Build
GOAL 13-Energy Conservation. To conserve energy.	Potential Conflict.	Consistent. Project would result in improved traffic flow and less fuel consumption.
GOAL 14-Urbanization. To provide for an orderly and efficient transition from rural to urban land use.	Not Consistent. Would cause increased congestion as the expected residential and commercial developments are established.	Consistent. The project will help facilitate the expected growth rate in residential and commercial development.

TABLE 5

Predicted Traffic Noise Levels

Road Section	Year	L_{eq} Level at 50 feet	Distance to Interior* Design Noise Level	Distance to Exterior** Design Noise Level
No-Build Alternative:				
Sunnyside Road	1985	67 dBA	110 feet	50 feet
I-205 - 105th	2000	68 dBA	130 feet	60 feet
Sunnyside Road	1985	67 dBA	110 feet	50 feet
105th - 122nd	2000	68 dBA	130 feet	60 feet
Sunnyside Road	1985	65 dBA	80 feet	40 feet
122nd - 124th	2000	67 dBA	110 feet	50 feet
Build Alternative:				
Sunnyside Road	1985	68 dBA	130 feet	60 feet
I-205 - 105th	2000	69 dBA	150 feet	70 feet
Sunnyside Road	1985	67 dBA	110 feet	50 feet
105th - 122nd	2000	69 dBA	150 feet	70 feet
Sunnyside Road	1985	66 dBA	90 feet	45 feet
122nd - 124th	2000	68 dBA	130 feet	60 feet

---

*This is an L_{eq} 62 dBA contour. This contour corresponds with an interior design noise level of 52 dBA assuming open windows and no acoustic shielding from topography, vegetation, or buildings.

**This is an L_{eq} 67 dBA contour. This contour assumes no acoustic shielding from topography, vegetation, or buildings.

- The noise levels associated with the Build Alternative would not be appreciably higher than those associated with the No-Build Alternative.

A copy of the complete noise study report will be sent to the Clackamas County Planning Department. Noise contour distances contained in the study report (see summary of these in Table 5 of this Environmental Assessment) will aid local land use planning agencies in protecting future development from becoming incompatible with the anticipated noise levels.

Air Quality

The Build Alternative would not worsen existing violations of air quality standards, contribute to a violation of air quality standards now in attainment, delay attainment of air quality standards, or interfere with the maintenance of air quality standards. The project is therefore consistent with the State Implementation Plan for Air Quality.

The No-Build Alternative, however, is not consistent in that the total suspended particulates would increase in the future.

Right-of-Way

Approximately 2.5 acres of additional right-of-way would be acquired from land holders: 1.8 acres by fee acquisition, and about 0.7 acre needed for permanent slope easements. The acquisitions consist of narrow strips of lawns, landscape plants and fencing. There will be no residences or businesses displaced. A portion of the Mt. Scott Golf Course, which is privately owned, fronts in Sunnyside Road, but the portion that would be acquired would not affect the greens or trees. Three illuminated signs and sprinkler system owned by the Kaiser Medical Center may be within the needed right-of-way. If necessary, the medical center will be reimbursed for moving the signs and the rehabilitation of the sprinkler system.

Property tax base loss created by the project will be approximately $217,000 since the estimated cost of right-of-way acquisition is $192,000 for the property from S.E. 97th to S.E. 105th (Unit I) and $25,000 for the section from S.E. 105th to S.E. 122nd (Unit II). This would result in an equivalent of $3,600 in reduced tax revenue which will have to be absorbed by the remainder of the tax base.

Utilities

There are several utilities that would be affected by the project. Gas and water meters, fire hydrants, valve boxes and sevices would have to be relocated and/or adjusted (Northwest Natural Gas Company, Mt. Scott Water District, and Clackamas Water District); and power and telephone poles, telephone service boxes and control cabinet would be relocated (P.G.E., Pacific Northwest Bell and Continental Telephone Company). These facilities will be relocated by the utility companies at their expense.

Hydrology

The existing water runoff along Sunnyside Road is carried by a storm sewer to about 103rd Avenue. This storm water eventually empties into Kellog

Creek. East of S.E. 103rd Avenue storm runoff is carried by drainage ditches along the highway. The existing drainage system would be maintained with the proposed project.

The project area is drained by Mt. Scott Creek. This small stream originates north of the project and crosses under Sunnyside Road near S.E. 117th Avenue. The creek supports steelhead and coho salmon runs and a resident population of cutthroat trout. Mt. Scott Creek joins with Kellog Creek and eventually enters the Willamette River.

Where Mt. Scott Creek passes under Sunnyside Road, the Oregon Fish and Wildlife Department has recommended that the culvert which carries the creek under the road be designed to maintain an eight inch minimum flow of water for fish passage. The Final Culvert Design would reflect this requirement.

Cultural Resources

The proposed project section contains no archeological or historically significant properties. No buildings or properties bordering the project are listed in, or nominated to the National Register of Historic Places.

An archeological reconnaissance is not required prior to the construction of this project because of the degree of previous disturbance and level of existing development. The State Historical Preservation Office (SHPO) has been consulted and has reviewed the cultural research report and has concurred with these determinations.

COMMENTS AND COORDINATION

An A-95 review was initiated at the beginning of the project planning process. The Oregon Department of Fish and Wildlife made suggestions about the culvert under Sunnyside Road where Mt. Scott Creek passes. Those suggestions can be found in the Hydrology section of this report.

Responses to the A-95 review were also received from the Division of State Lands, Land Conservation and Development Commission, and the State Historical Preservation Office.

The Environmental Assessment (E.A.) was published and circulated on July 16, 1981. Public notices for the availability of the EA appeared in the Oregonian newspaper on July 24, 1981. Since very little right-of-way will be required for the proposed project, a public hearing was not held. Several letters of comment concerning the EA were received from public agencies and private businesses. All letters commenting on the project are included in the appendix.

Kaiser Permanente called attention to their plans to construct an additional entrance to the hospital and questioned the absence of a turning lane for that entrance in the project schematic. The project plans call for a continuous left turn lane at the location of the proposed new hospital service road. A left turn channelization may be considered at the time the new service road is to be constructed. Comments relevant to the moving the existing hospital signs and sprinkler systems are answered on page 20 of the EA.

In response to the Department of Environmental Quality's concerns, the Oregon State Highway Division has worked closely with Clackamas County on this project. A copy of the Noise Study Report will be forwarded to the county for their information. The comments by the Department of Fish and Wildlife have also been noted. The district Fish Biologist will have an opportunity to review the final plans for the Mt. Scott Creek culvert alteration prior to construction.

The information on page 20, Utilities, has been revised to show that Mt. Scott Water District has water work facilities located along the entire length of the project. The proposed project is currently scheduled to go to construction in early 1983.

This project has been closely coordinated with Clackamas County. This coordination will continue throughout the final stages of the project.

APPENDIX

CORRESPONDENCE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

December 11, 1980

In Reply Refer to
File No.

PIETER DYKMAN
ENV SEC
412 TRANS BLDG
SALEM OR 97310

ATTN: Maxine Banks

Dear Mr. ~~Dykman~~: Pieter

RE: I-205-Southeast 122nd Avenue Section
Sunnyside Road
Clackamas County

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

David

D. W. Powers III
Deputy SHPO

DWP/LG:nmw

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 420 Due Date: JAN 20 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the proposed project. However, we are concerned about the potential impacts the street crossing may have on Mt. Scott Creek.

Please consult with our District Fishery Biologist, Jay Massey, during plan development to assure the best possible design. His office phone number is Clackamas 657-2041.

Agency Fish & Wildlife By William E. Pitney 1/19/78
ENVIRONMENTAL MANAGEMENT SECTION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 420 Due Date: JAN 20 1978

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 420 Due Date: JAN 20 1978

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(✓) Effects, although measurable, would be acceptable.

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By

7712 2 420

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Clackamas County comprehensive plan and efforts to update the plan (i.e. the Countys compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #2 Land Use Planning, and #12 Transportation

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

12/27/77
lo

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 3

September 2, 1981

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Finding of No Significant Impact (FONSI)
Interstate 205-SE 122nd Avenue
SE Sunnyside Road
Clackamas County
M-9718(1)

Dear Mr. Wilken:

Enclosed is the Environmental Assessment previously approved for the subject project. It has been reviewed to reflect input received during the public and agency review period and documents the basis for project selection. I concur with the conclusion of the Environmental Assessment that no significant impacts on the environment will result from implementing the proposed project.

If you agree, please make a separate written Finding of No Significant Impact (FONSI), incorporating the Environmental Assessment, as required by 23 CFR Part 771.121.

Please return the FONSI when it has been signed for our use in notifying the state clearinghouse and the public of the decision.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
F. E. Terpin
D. H. Moehring
R. N. Bothman
E. L. Hardt
Mike Whittam

[illegible]

KAISER
PERMANENTE
MEDICAL CARE PROGRAM
SUNNYSIDE MEDICAL CENTER REGIONAL SERVICES FACILITY, 10200 S.E. SUNNYSIDE ROAD, CLACKAMAS, OREGON 97015, PHONE (503) 653-4411

August 18, 1981

Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

RE: Environmental Assessment
I-205-S.E. 122nd
(S.E. Sunnyside Road)
Clackamas County
M-9718(-)

Sirs:

I have reviewed the Environmental Assessment for the subject project and am submitting these comments.

pg. 5, Figure 4 "Proposed Improvement (schematic)"

Kaiser Sunnyside Medical Center has developed a Master Plan which has been reviewed and approved by Clackamas County. This Master Plan shows an additional entrance which is not reflected in your schematic (see attached Exhibit 18 from our Master Plan). While we do not have a specific time schedule for this new road, it would seem prudent to design the turn medium to accommodate this new road.

pg. 20, Right of Way

The three signs are part of the Kaiser Sunnyside Medical Center Campus. Two of the signs are owned by Kaiser Foundation Hospitals, Inc. and one of the signs is owned by Kaiser Foundation Health Plan of Oregon. We would like clarification regarding the state's intention to purchase or relocate these signs.

BESS KAISER HOSPITAL, 5055 NORTH GREELEY AVE., PORTLAND, OREGON 97217, PHONE (503) 285-9321 • KAISER FOUNDATION HEALTH PLAN OF OREGON, 1500 S.W. 1st AVE., PORTLAND, OREGON 97201, PHONE (503) 224-3400 • KAISER FOUNDATION HOSPITALS REGIONAL ADMINISTRATION, 1500 S.W. 1st AVE., PORTLAND, OREGON 97201, PHONE (503) 224-3400 • THE PERMANENTE CLINIC EXECUTIVE OFFICES, 1500 S.W. 1st AVE., PORTLAND, OREGON 97201, PHONE (503) 224-3400 • PERMANENTE DENTAL ASSOCIATES, 1500 S.W. 1st AVE., PORTLAND, OREGON 97201, PHONE (503) 224-3400 • SUNNYSIDE MEDICAL CENTER REGIONAL SERVICES FACILITY, 10200 S.E. SUNNYSIDE ROAD, CLACKAMAS, OREGON 97015, PHONE (503) 653-4411 • KAISER FOUNDATION RESEARCH INSTITUTE, 4610 S.E. BELMONT, PORTLAND, OREGON 97215, PHONE (503) 233-5631

There is also a sprinkler system located along the south side of Sunnyside Road. This sprinkler system will need to be relocated, modified and redesigned depending on whether or not there will be a grass strip maintained between the road and the sidewalk.

Sincerely,

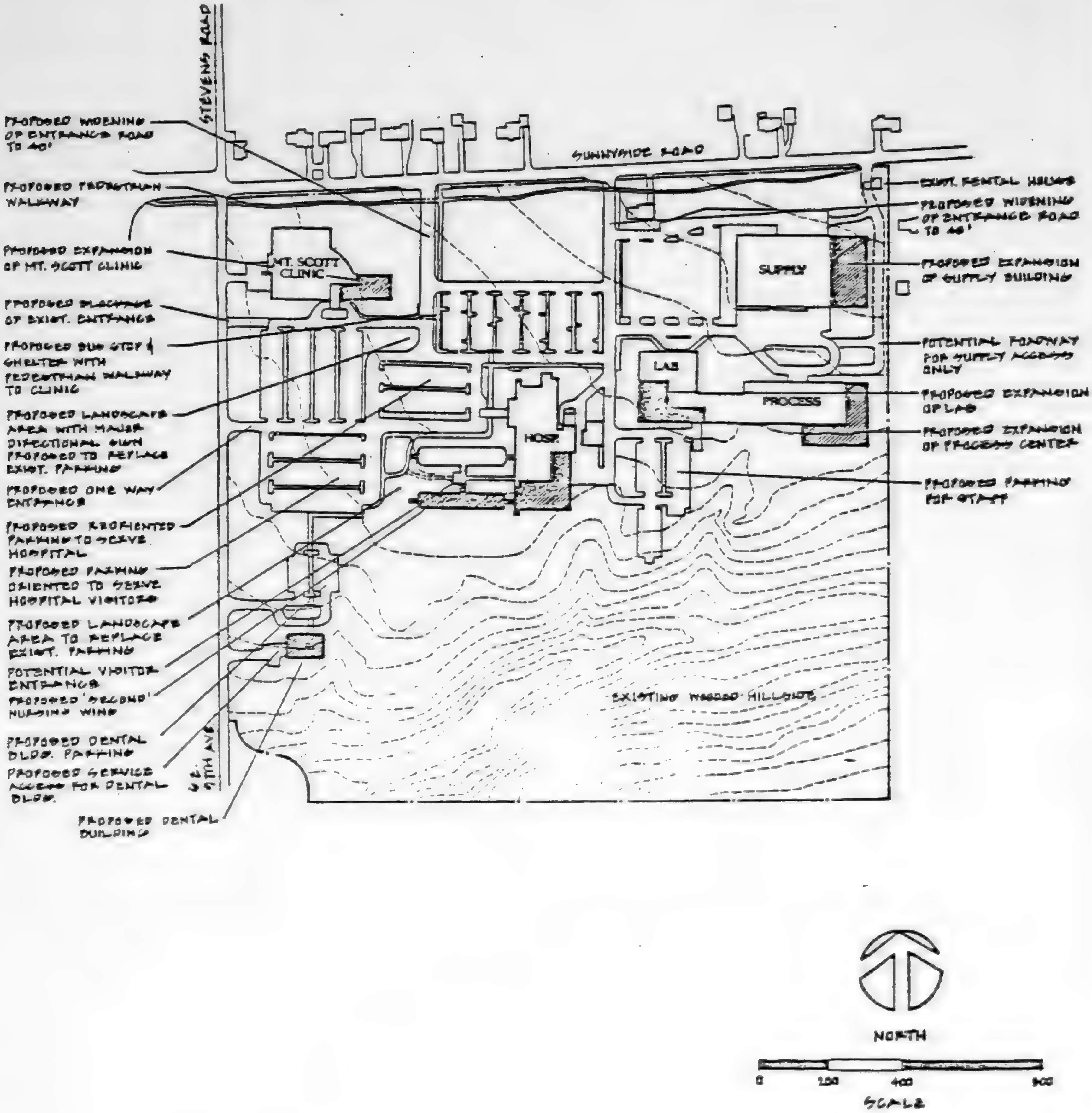
KAISER FOUNDATION HEALTH PLAN OF OREGON

Roger W. Miy

Roger W. Miyaji
Asst. Facilities Planning Administrator

WRM/hm
enclosure

cc: J. DeLong
EDAW
J. Milstead


STEVENS ROAD
SUNNYSIDE ROAD
PROPOSED WIDENING OF ENTRANCE ROAD TO 40'
PROPOSED PEDESTRIAN WALKWAY
PROPOSED EXPANSION OF MT. SCOTT CLINIC
PROPOSED BLOCKAGE OF EXIST. ENTRANCE
PROPOSED BUS STOP & SHELTER WITH PEDESTRIAN WALKWAY TO CLINIC
PROPOSED LANDSCAPE AREA WITH MAJOR DIRECTIONAL SIGN PROPOSED TO REPLACE EXIST. PARKING
PROPOSED ONE WAY ENTRANCE
PROPOSED REORIENTED PARKING TO SERVE HOSPITAL
PROPOSED PARKING ORIENTED TO SERVE HOSPITAL VISITORS
PROPOSED LANDSCAPE AREA TO REPLACE EXIST. PARKING
POTENTIAL VISITOR ENTRANCE
PROPOSED 'SECOND' NURSING WING
PROPOSED DENTAL BLDG. PARKING
PROPOSED SERVICE ACCESS FOR DENTAL BLDG.
PROPOSED DENTAL BUILDING
S.E. 9TH AVE.
MT. SCOTT CLINIC
HOSP.
LAB
SUPPLY
PROCESS
EXISTING WOODED HILLSIDE
EXIST. RENTAL HOUSES
PROPOSED WIDENING OF ENTRANCE ROAD TO 40'
PROPOSED EXPANSION OF SUPPLY BUILDING
POTENTIAL ROADWAY FOR SUPPLY ACCESS ONLY
PROPOSED EXPANSION OF LAB
PROPOSED EXPANSION OF PROCESS CENTER
PROPOSED PARKING FOR STAFF
NORTH
0
200
400
800
SCALE

Master Plan
Exhibit 18

MT SCOTT WATER DISTRICT
10602 S.E. 129th • PORTLAND, OREGON 97236 • Phone 761-0220

August 13, 1981

Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Attn: Gary A. Potter, Manager
Environmental Section

Re: Environmental Assessment
I-205 - S.E. 122nd Ave. (S.E. Sunnyside Road), Clackamas County
M-9718 (-)

Gentlemen:

A copy of the Environmental Assessment report for the above project has been furnished to the Mt. Scott Water District.

On Page 20 under Utilities the Mt. Scott Water District is not mentioned, although it has major water works facilities, including water mains, valves, fire hydrants, meters, and other appurtenances along S.E. Sunnyside Road the entire length of the project.

The statement is also made that "These facilities would be relocated by the utility companies at their expense." The Mt. Scott Water District is a municipality operating under State laws, and its budget process is closely regulated. Any proposed expense of relocation must be anticipated far enough in advance to permit inclusion in the district's annual budget preparation.

Yours very truly,

MT. SCOTT WATER DISTRICT

Fred Fisher

Fred Fisher, Superintendent

cc: Attorney

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon 97310
Phone Number: 378-3732

AUG 12 1981

PNRS STATE REVIEW

AUG ~~2~~ 7 1981

Project #: 8107 2 470 Return Date: ______________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

(X) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

PNRS 8107-2-470

The Oregon Department of Fish and Wildlife has no objection to the proposed Sunnyside Road Project between Interstate 205 and S.E. 122nd Ave. in Clackamas County. However, we urge that Jay Massey, district fish biologist, have the opportunity to review and comment on the final plans for the Mt. Scott Creek culvert alterations.

Mr. Massey can be contacted at 17330 S.E. Evelyn St., Clackamas, Oregon 97015, telephone number 657-2041.

cc: Jay Massey

Agency Fish & Wildlife By James A. Huston

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

[illegible] Div.
Dept. of Environmental Quality
RECEIVED
JUL 20 1981

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon 97310
Phone Number: 378-3732

AUG 10 198

PNRS STATE REVIEW

Project #: 8107 2 470 Return Date: AUG ~~14~~ 7 1981

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

☐ This project has no significant environmental impact.

☐ The environmental impact is adequately described.

☒ We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

☐ No comment.

Remarks

Noise Control Section Comments: There appears to be a great deal of vacant land along the project which is Zoned for residential use. Therefore it is very important that planners take into consideration the highway noise impacts when allowing residential development in the area. The State Highway Division should work closely with the Clackamas County Planning Department to minimize the future noise impacts. It is unfortunate that this project will do nothing to reduce the impacts to existing homes.

Agency DEQ By Norman L. [illegible] 8-4-81

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon, 97310
Phone Number: 378-3732

AUG 05 1981

PNRS STATE REVIEW

Project #: 8107 2 470   Return Date: AUG ~~2~~ 7 1981

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

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ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

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(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Clack
Interstate 209-
SC- 122-A

NOTED
L GILSEN

Agency Historic Preservation By

[illegible]

AGR

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Rolfe
Region 1 R/W Supv.

DATE: September 2, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement 192
S. E. 97th Ave.-S. E. 122nd Ave.
Sunnyside Road
Clackamas County

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached is an original for the county and a copy for your files of the subject agreement.

AE
mp
Attach.

cc: Ed Hardt, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Description, w/c
Title, w/c

Sept

9-11-81
entered
in agree
book

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: September 1, 1981

FROM: Gary A. Potter, Manager GAP
Environmental Section

SUBJECT: Revised Environmental Assessment
I-205 - S.E. 122nd Avenue
S.E. Sunnyside Road
Clackamas County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree, please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

9-2-81
Date

E S Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:ct

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
R. N. Bothman
Ed Hardt

KAISER
PERMANENTE
MEDICAL CARE PROGRAM
SUNNYSIDE MEDICAL CENTER REGIONAL SERVICES FACILITY, 10200 S.E. SUNNYSIDE ROAD, CLACKAMAS, OREGON 97015, PHONE (503) 653-4411

ENVIRONMENTAL SECTION
August 25, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson

August 18, 1981

Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

RE: Environmental Assessment
I-205-S.E. 122nd
(S.E. Sunnyside Road)
Clackamas County
M-9718(-)

Sirs:

I have reviewed the Environmental Assessment for the subject project and am submitting these comments.

pg. 5, Figure 4 "Proposed Improvement (schematic)"

Kaiser Sunnyside Medical Center has developed a Master Plan which has been reviewed and approved by Clackamas County. This Master Plan shows an additional entrance which is not reflected in your schematic (see attached Exhibit 18 from our Master Plan). While we do not have a specific time schedule for this new road, it would seem prudent to design the turn medium to accommodate this new road.

pg. 20, Right of Way

The three signs are part of the Kaiser Sunnyside Medical Center Campus. Two of the signs are owned by Kaiser Foundation Hospitals, Inc. and one of the signs is owned by Kaiser Foundation Health Plan of Oregon. We would like clarification regarding the state's intention to purchase or relocate these signs.

BESS KAISER HOSPITAL, 5055 NORTH GREELEY AVE., PORTLAND, OREGON 97217, PHONE (503) 285-9321 • KAISER FOUNDATION HEALTH PLAN OF OREGON, 1500 S.W. 1st AVE., PORTLAND, OREGON 97201, PHONE (503) 224-3400 • KAISER FOUNDATION HOSPITALS REGIONAL ADMINISTRATION, 1500 S.W. 1st AVE., PORTLAND, OREGON 97201, PHONE (503) 224-3400 • THE PERMANENTE CLINIC EXECUTIVE OFFICES, 1500 S.W. 1st AVE., PORTLAND, OREGON 97201, PHONE (503) 224-3400 • PERMANENTE DENTAL ASSOCIATES, 1500 S.W. 1st AVE., PORTLAND, OREGON 97201, PHONE (503) 224-3400 • SUNNYSIDE MEDICAL CENTER REGIONAL SERVICES FACILITY, 10200 S.E. SUNNYSIDE ROAD, CLACKAMAS, OREGON 97015, PHONE (503) 653-4411 • KAISER FOUNDATION RESEARCH INSTITUTE, 4610 S.E. BELMONT, PORTLAND, OREGON 97215, PHONE (503) 233-5631

There is also a sprinkler system located along the south side of Sunnyside Road. This sprinkler system will need to be relocated, modified and redesigned depending on whether or not there will be a grass strip maintained between the road and the sidewalk.

Sincerely,

KAISER FOUNDATION HEALTH PLAN OF OREGON

Roger W. Miyaji
Asst. Facilities Planning Administrator

WRM/hm
enclosure

cc: J. DeLong
EDAW
J. Milstead

1573 [illegible] 18

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 17, 1981

File No: 303-1904

TO: LYLE WATSON
Final Design Supervisor

FROM: Donald Adams
Project Development Manager

SUBJECT: S.E. 97th-S.E. 122nd Ave., Unit 2
Sunnyside Road
Clackamas

In keeping with Clackamas County's desire to curtail PE expenditures at this time, please reduce the work to be performed on Unit 2 of the subject project to right-of-way mapping and descriptions only.

po

LW

REFERRED TO
_____Beard _____ ✓ Stoudenmeyer _____
_____Cole _____ _____Mann _____
_____Erikson _____ _____Watson _____
_____Hager _____ _____Dorn _____ _____Leu _____
[✓ Return] Discard Do File Copy Due _____
BY FINAL DESIGN ENGINEER

ENVIRONMENTAL SECTION
August 28, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Jef Kaiser
Cliff Christianson

MT SCOTT WATER DISTRICT
10602 S.E. 129th • PORTLAND, OREGON 97236 • Phone 761-0220

August 13, 1981

Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Attn: Gary A. Potter, Manager
Environmental Section

Re: Environmental Assessment
I-205 - S.E. 122nd Ave. (S.E. Sunnyside Road), Clackamas County
M-9718 (-)

Gentlemen:

A copy of the Environmental Assessment report for the above project has been furnished to the Mt. Scott Water District.

On Page 20 under Utilities the Mt. Scott Water District is not mentioned, although it has major water works facilities, including water mains, valves, fire hydrants, meters, and other appurtenances along S.E. Sunnyside Road the entire length of the project.

The statement is also made that "These facilities would be relocated by the utility companies at their expense." The Mt. Scott Water District is a municipality operating under State laws, and its budget process is closely regulated. Any proposed expense of relocation must be anticipated far enough in advance to permit inclusion in the district's annual budget preparation.

Yours very truly,

MT. SCOTT WATER DISTRICT

Fred Fisher

Fred Fisher, Superintendent

RECEIVED
TECHNICAL [illegible]
AUG [illegible]
[illegible] TO

cc: Attorney

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

~~For~~ Comment ~~to~~ letter pls. dist,

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT

PROJECT TITLE: Interstate 205-SE 122nd Avenue Environmental Assessment

DATE: 8/12/81

The State has reviewed your project and reached the following conclusions:

- ☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~
- ☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.
- ☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.
- ☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

8107 2 470

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

RECEIVED
TECHNICAL SERVICES
AUG 14 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ENVIRONMENTAL SECTION
August 13, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
R. N. Bothman
Ed Hardt
Jef Kaiser
Cliff Christianson

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Dept. of Environmental Quality
RECEIVED
JUL 20 1981

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon 97310
Phone Number: 378-3732

PNRS STATE REVIEW

AUG10 198

Project #: 8107 2 470 Return Date: AUG ~~14~~ 7 1981

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

- ( ) This project has no significant environmental impact.
- ( ) The environmental impact is adequately described.
- (X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.
- ( ) No comment.

Remarks

Noise Control Section Comments: There appears to be a great deal of vacant land along the project which is zoned for residential use. Therefore it is very important that planners take into consideration the highway noise impacts when allowing residential development in the area. The State Highway Division should work closely with the Clackamas County Planning Department to minimize the future noise impacts. It is unfortunate that this project will do nothing to reduce the impacts to existing homes.

Agency DEQ By Norman L Jette 8-4-81

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon 97310
Phone Number: 378-3732

AUG 12 1981

PNRS STATE REVIEW

Project #: 8107 2 470 Return Date: AUG ~~2~~ 7 1981

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

(X) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

PNRS 8107-2-470

The Oregon Department of Fish and Wildlife has no objection to the proposed Sunnysinde Road Project between Interstate 205 and S.E. 122nd Ave. in Clackamas County. However, we urge that Jay Massey, district fish biologist, have the opportunity to review and comment on the final plans for the Mt. Scott Creek culvert alterations.

Mr. Massey can be contacted at 17330 S.E. Evelyn St., Clackamas, Oregon 97015, telephone number 657-2041.

cc: Jay Massey

Agency Fish & Wildlife By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE , Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 8107 2 470

Return Date: AUG 7 ~~14~~ 1981

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

(X) No comment.

Remarks

Agency Parks

By Al Cook

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DESCRIPTION OF THE PROPOSED ACTION

The proposed project is located in Clackamas County, Oregon, and involves the section of S.E. Sunnyside Road between Interstate 205 (I-205) and S.E. 122nd Avenue (see Figures 1 and 2). The project proposes to add travel lanes, a continuous left turn median, bicycle lanes and sidewalks at an estimated cost of 2.5 million dollars (see Figures 3 and 4). The road section is divided into two units. Between I-205 and S.E. 105th Avenue (Unit 1) the roadway would be seventy feet wide and have five lanes--four travel lanes, a continuous turning median, and shoulders signed and striped for bicycle use; a sidewalk would be constructed on the south side off the roadway.

The five lane section would begin tapering to three lanes near S.E. 105th Avenue. Between a point approximately 600 feet east of the easternmost entrance to the Kaiser Medical Center and S.E. 122nd Avenue (Unit 2), the roadway would be forty-eight wide and include two travel lanes, a turning median and a shoulder/bicycle lane on each side (see Figures 3 and 4). At S.E. 122nd Avenue the roadway would taper to match the exiting two lane facility.

The proposed bicycle lanes are a component of the Regional Bicycle Plan as identified in the Clackamas County Comprehensive Land Use Plan. These lanes are designated Class III, which means they utilize road shoulders, being separated from traffic lanes by striping. The proposed bicycle lanes would intertie with an already constructed bike path which runs on the west side of I-205. The I-205 path connects with a two-way bike path which runs on the north side of Sunnyside Road, west of the southbound I-205 off-ramp (see Figure 5).

Bicycle traffic using Sunnyside Road would be required to cross I-205 on the existing overcrossing structure. These crossings would be regulated by pedestrian actuated signals now in place on the west and east sides of the overcrossing, and would require the use of a sidewalk now in place between Stevens Street and the I-205 northbound on-ramp. To facilitate these crossings a ramp would be cut on the just mentioned sidewalk, and on the sidewalks on the overcrossing. Since there is sufficient room for bicycles off the sidewalk on the overcrossing (approximately 5 feet), four drainage grates would be modified with straps to allow safe bicycle passage. This would give bicyclists the option to use either the sidewalk or the shoulder area. The aforementioned improvements would provide continuity for bicycle travel between the Clackamas Town Center on the west side of I-205, and residential areas served by S.E. Sunnyside Road on the east between I-205 and S.E. 122nd Avenue (Figure 5).

Other road improvements include widening the northbound I-205 off-ramp to three lanes, adding a westbound right-turn lane on Sunnyside Road for northbound access to the freeway. New traffic signals on Sunnyside Road at S.E. 97th Avenue and the westerly entrance to the Kaiser Medical Center are currently scheduled for installation; the signals will be interconnected with the existing I-205 ramp terminal signals.

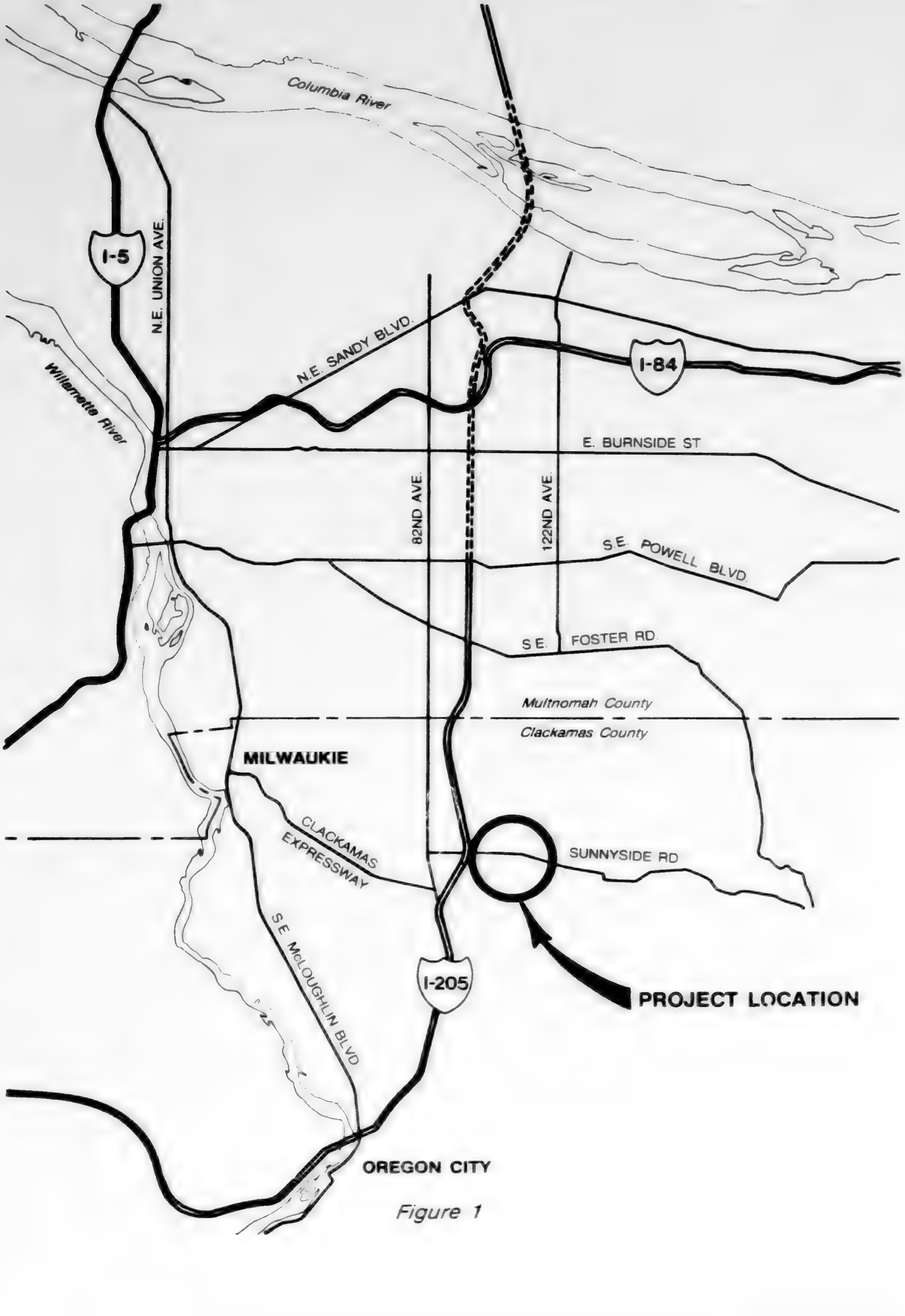

Columbia River
I-5
N.E. UNION AVE.
N.E. SANDY BLVD.
I-84
Willamette River
E. BURNSIDE ST
82ND AVE.
122ND AVE.
S.E. POWELL BLVD.
S.E. FOSTER RD.
Multnomah County
Clackamas County
MILWAUKIE
CLACKAMAS EXPRESSWAY
SUNNYSIDE RD
PROJECT LOCATION
S.E. McLOUGHLIN BLVD
I-205
OREGON CITY

Figure 1

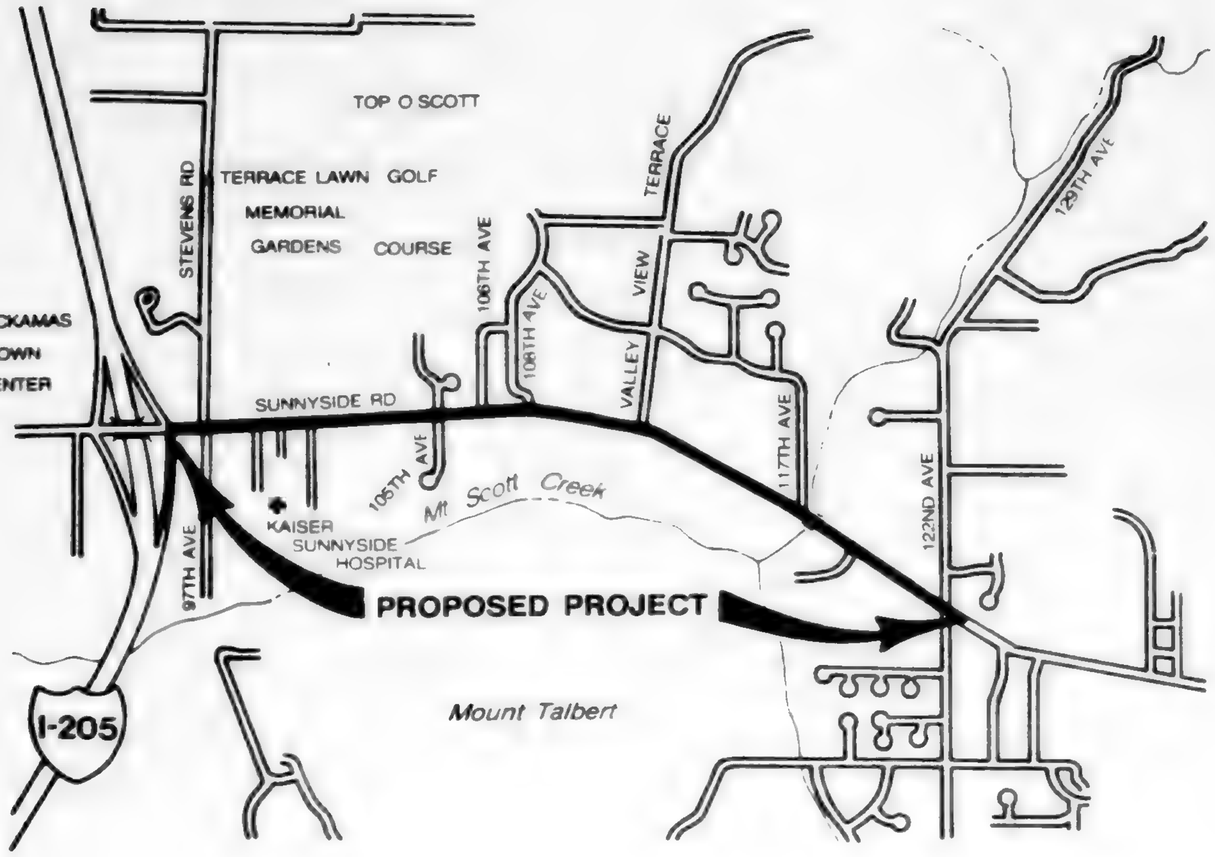
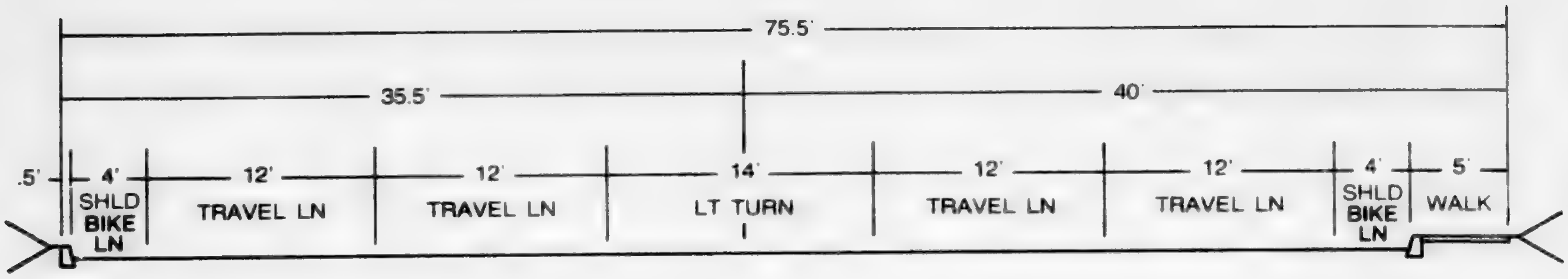

TOP O SCOTT
TERRACE LAWN MEMORIAL GARDENS
GOLF COURSE
STEVENS RD
CLACKAMAS TOWN CENTER
106TH AVE
108TH AVE
VALLEY VIEW TERRACE
129TH AVE
SUNNYSIDE RD
105TH AVE
117TH AVE
122ND AVE
Mt Scott Creek
KAISER SUNNYSIDE HOSPITAL
97TH AVE
PROPOSED PROJECT
I-205
Mount Talbert

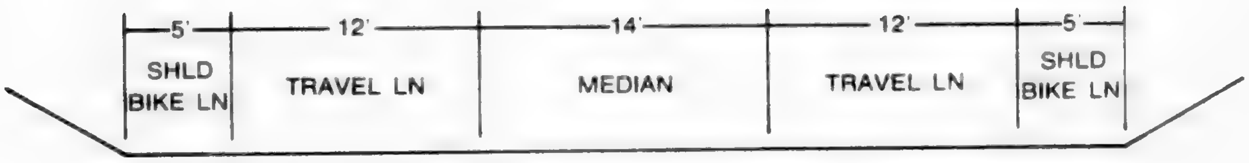
Figure 2

Sunnyside Road
Typical Section


75.5'
35.5'
40'
.5'
4'
SHLD BIKE LN
12'
TRAVEL LN
12'
TRAVEL LN
14'
LT TURN
12'
TRAVEL LN
12'
TRAVEL LN
4'
SHLD BIKE LN
5'
WALK

Section East of S.E. 97th

(Roadway tapers to 48' approximately 600' east of the last Medical Center entrance.)


5'
SHLD BIKE LN
12'
TRAVEL LN
14'
MEDIAN
12'
TRAVEL LN
5'
SHLD BIKE LN

Section between S.E. 105th - S.E. 122nd

Figure 3

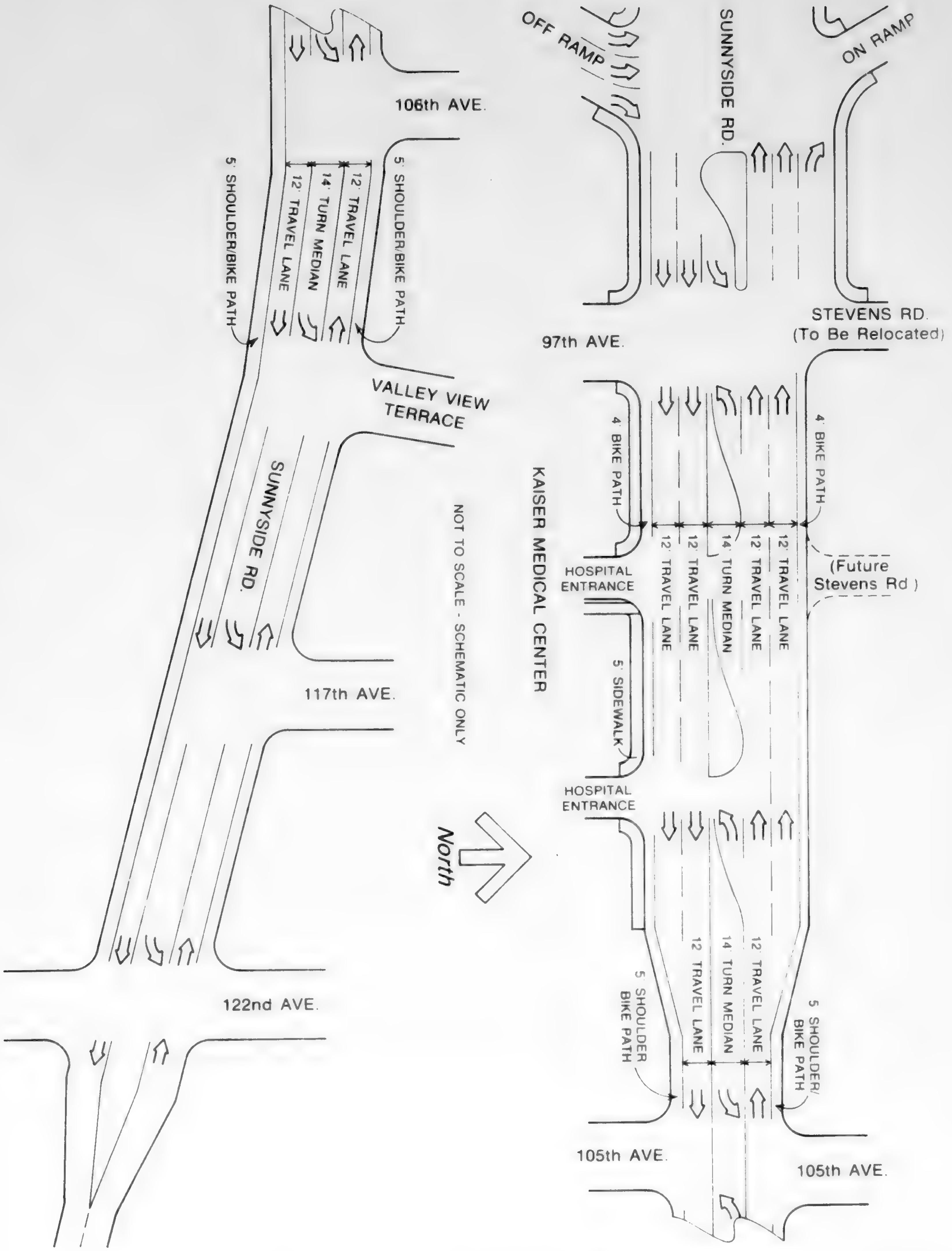

OFF RAMP
SUNNYSIDE RD.
ON RAMP
106th AVE.
5' SHOULDER/BIKE PATH
12' TRAVEL LANE
14' TURN MEDIAN
12' TRAVEL LANE
5' SHOULDER/BIKE PATH
97th AVE.
STEVENS RD.
(To Be Relocated)
VALLEY VIEW
TERRACE
SUNNYSIDE RD.
NOT TO SCALE - SCHEMATIC ONLY
KAISER MEDICAL CENTER
4' BIKE PATH
12' TRAVEL LANE
12' TRAVEL LANE
14' TURN MEDIAN
12' TRAVEL LANE
12' TRAVEL LANE
4' BIKE PATH
(Future
Stevens Rd.)
HOSPITAL
ENTRANCE
5' SIDEWALK
HOSPITAL
ENTRANCE
117th AVE.
North
122nd AVE.
5' SHOULDER
BIKE PATH
12' TRAVEL LANE
14' TURN MEDIAN
12' TRAVEL LANE
5' SHOULDER/
BIKE PATH
105th AVE.
105th AVE.

Figure 4. Proposed Improvements (Schematic)

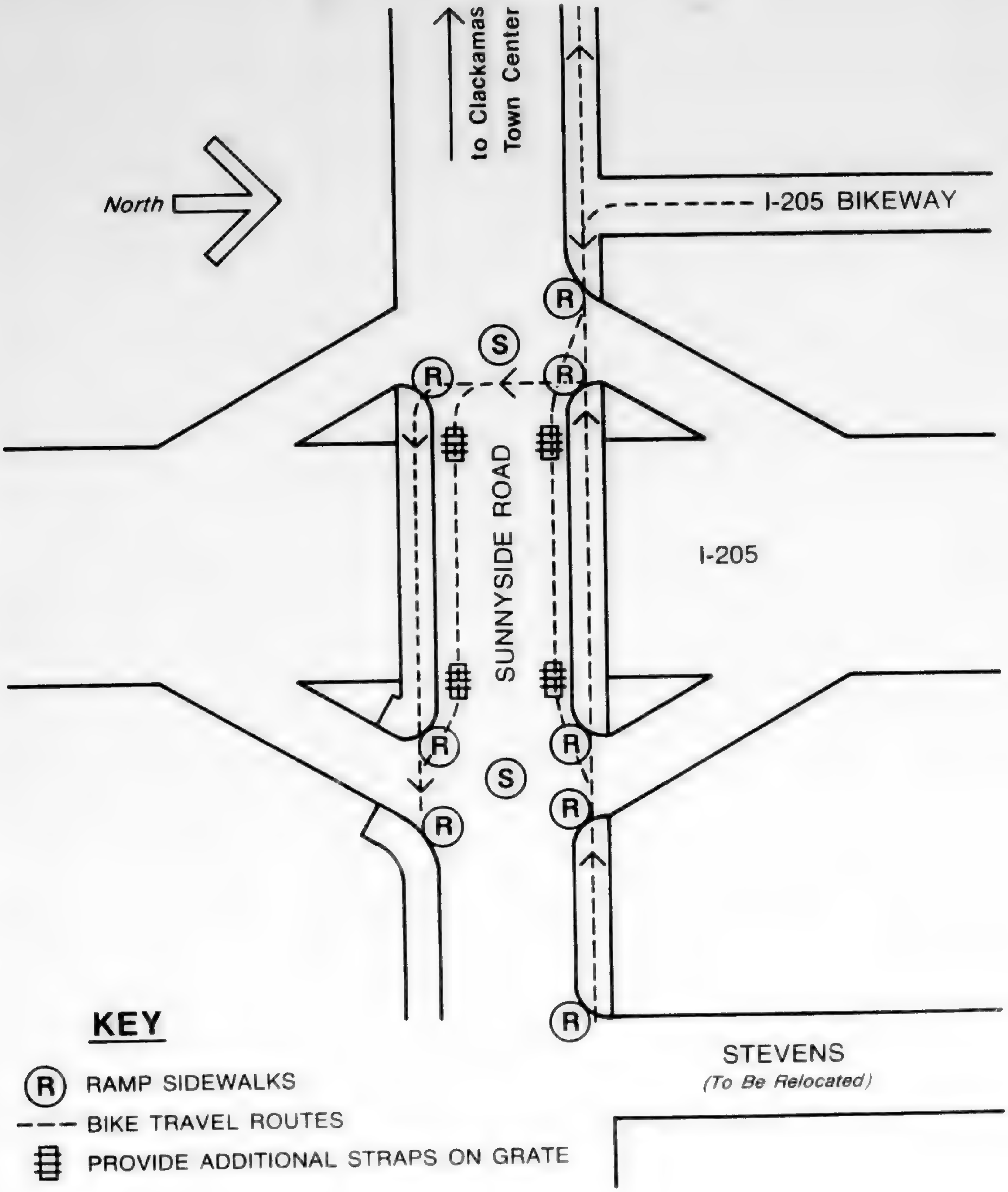

to Clackamas Town Center
North
I-205 BIKEWAY
S
R
SUNNYSIDE ROAD
I-205
STEVENS
(To Be Relocated)
KEY
R RAMP SIDEWALKS
--- BIKE TRAVEL ROUTES
PROVIDE ADDITIONAL STRAPS ON GRATE

Figure 5. Bicycle Routing (Schematic)

The existing drainage ditch on the northside of Sunnyside Road between S.E. 97th and S.E. 105th would be replaced by a storm sewer, which would connect to the existing system completed during the construction of I-205. A box culvert which carries Mt. Scoot Creek under the roadway, and a smaller one located near 106th Avenue, would require extension.

The information in this assessment assumes that the proposed eastward realignment of Stephens Street to a point opposite the first entrance to the Kaiser Medical Center, approximately 550 feet east of S.E. 97th Avenue, will be completed prior to the widening of Sunnyside Road. In the event that Stevens Street is not realigned prior to this project, a reassessment of traffic impacts and related impacts on air quality and noise levels will need to be made.

PURPOSE AND NEED

The purpose of this project is to improve traffic flow and safety for autos and trucks and bicyclists on S.E. Sunnyside Road. This would be done by adding travel lanes, a turning median, signals and bike lanes. The proposed improvements are needed to accommodate increasing traffic demand resulting from residential and commercial development through the year 2000. The area is now undergoing rapid growth in both commercial and residential development.

Sunnyside Road is located in the southeast portion of the Portland metropolitan area, in northwest Clackamas County. There was little residential or commercial development in this area before the opening of Interstate 205 in 1977. In 1975 the Kaiser Medical Center was constructed at S.E. 97th and Sunnyside Road, adjacent to Interstate 205. Both the freeway and the medical center brought a surge of new traffic to Sunnyside Road. In early 1981 the Clackamas Town Center, located west of I-205, was opened for business. This development is a 115 acre shopping center containing more than one million square feet of floor space.

With the development of the Kaiser Medical Center, the construction of Interstate 205 to Powell Boulevard, and now the opening of the Clackamas Town Center, the volume of traffic on Sunnyside Road continues to increase. During the period from 1974 to 1980 traffic on Sunnyside Road between S.E. 97th and the freeway increased by about 185 percent.

In October 1980 the Average Weekday Traffic (AWD) between S.E. 97th and S.E. 105th was approximately 11,000 vehicles. It is anticipated that this will increase by more than 150 percent to 28,000 AWD by year 2000. Between S.E. 105th and S.E. 122nd the traffic volume is expected to increase by nearly 140 percent to 21,000 AWD.

ALTERNATIVES CONSIDERED

No-Build Alternative

With the No-Build Alternative, Sunnyside Road from Interstate 205 to S.E. 122nd Avenue would not be improved. The section from I-205 to S.E. 97th Avenue would remain a three lane roadway with two westbound and one eastbound lane. From S.E. 97th to the east entrance to Kaiser Medical Center the roadway would remain two lanes with a wide paved shoulder on the eastbound side. The shoulder is currently used as a right-turn lane for the hospital. From the Medical Center to 122nd Avenue the section would remain a 22-foot wide, two lane road with narrow gravel shoulders, except where developers have been required to widen and curb the road to coincide with adjacent land development. The off-ramp northbound from I-205 to Sunnyside Road, which now has a right-turn lane and a left-turn lane, would not be widened. The realignment of Stevens Street is planned for the near future and would be done even if the Build Alternative on Sunnyside Road is not implemented.

Build Alternative

General features of the proposed project are described on pages one and two. This section describes these features in more detail. It should be noted that specific details like exact widths are subject to change during final design.

Figure 3 shows the typicial sections for the Sunnyside Road between S.E. 97th Avenue and S.E. 122nd Avenues. Between 97th and a point just east of the eastern entrance to the Kaiser Medical Center, the existing 39-foot pavement width would be increased to 70 feet. The roadway would have four 12-foot travel lanes, a 14-foot median for left-turns, and a 4-foot shoulder/ bicycle path on each side of the road. On the south side a 5-foot wide sidewalk would be constructed off the shoulder/bike lane.

Between a point approximately 600 feet east of the eastern-most Medical Center entrance and S.E. 105th Avenue, the roadway would taper from the 4 lane section to a 2 lane section having two 12 foot travel lanes, a left-turn median 14 feet in width and a 5-foot wide shoulder/bike path on each side. This configuration would continue to S.E. 122nd Avenue. East of 122nd Avenue Sunnyside Road would taper to match the existing two lane roadway.

The northbound off-ramp at Interstate 205 and Sunnyside Road would be widened to include two 12-foot left-turn lanes and one 12-foot right-turn lane. A 12-foot right-turn lane from westbound Sunnyside Road to the northbound I-205 on-ramp would be added. This lane would be developed beginning east of Stevens Street.

Two roadside retaining walls, approximately 2 1/2 feet in height, are required to reduce right-of-way needs and to stabilize slopes adjacent to the roadway. One wall would be located at the foot of the parking lot of the Sunnyside Community Church at 122nd Avenue. The second wall would be on the south side of Sunnyside Road beside the house immediately east of the Mt. Scott Creek fill.

Signals would be installed at the 97th/Stevens Street intersection, and at the west entrance to the Medical Center. These signals would be interconnected with the two signals at the interchange with I-205 to permit smoother traffic flow. Both signals are planned to be in operation prior to implementing this project.

IMPACTS

Overview

Adverse impacts are largely limited to the the need to acquire additional right-of-way. This requirement is comparatively minor, being limited to approximately 2.5 acres. Most of the acquisition is in the form of narrow strips of lawn, landscape plants and fences.

The proposed project is consistent with local land use plans, which call for considerable commercial and residential growth in the area served by S.E. Sunnyside Road. Widening the existing roadway and providing signals and bicycle paths will allow this growth to be safely and efficiently served by Sunnyside Road. The proposed improvement would impose slightly greater noise levels on adjacent properties, an impact for which effective mitigation does not exist; the noise increase relative to No-Build conditions is 1 dBA, an imperceptable difference. The improved traffic flow made possible by the proposal would result in improved air quality.

The proposed project would not involve floodplain areas or prime or unique soils. There have not been any endangered plant or animal species identified in the project area, and there are no parks affected by the proposal. A culvert through which Mt. Scott Creek passes can be extended with only minor, short-term impacts to the stream. A minor amount of riparian vegetation along the creek would be covered by roadway fill and the extended culvert.

With the No-Build Alternative traffic congestion would become worse on Sunnyside Road, decreasing traffic safety and causing comparatively worse air quality from increased vehicle emissions. Area-wide land use would not be satisfactorily served under No-Build conditions, and eventually the attractiveness for development of the area immediately served by Sunnyside Road would be less.

Traffic

Table 1 shows the expected increases in traffic volumes through the year 2000. These increases indicate that under a No-Build Alternative traffic congestion will increase, safety will decline, and extremely poor levels of traffic service will exist in future years. The Build Alternative increases traffic capacity by adding additional lanes, a turning median, and signals. This should provide satisfactory traffic service through the year 2000.

Since the construction of the Kaiser Medical Center in 1975, the Average Weekday Traffic (AWD) on Sunnyside Road between I-205 and S.E. 97th Avenue has increased from 4200 vehicles AWD to 15,400 vehicles AWD at the present time. Traffic volumes on this section are projected to nearly double by the year 2000 (see Table 1). Between S.E. 97th Avenue and S.E. 122nd Avenue, traffic on Sunnyside Road is projected to increase as much as 139 percent for the same period of time (see Table 1).

TABLE 1

Average Weekday Traffic (AWD)

Between:	1980 AWD	1985 AWD	Percent Increase	2000 AWD	Percent Increase
Interstate 205					
	15,400	19,000	1.9	30,000	95
S.E. 97th/Stevens					
	10,900	14,100	29.4	26,000	139
S.E. 105th Ave.					
	9,400	13,000	38.3	22,000	134
Valley View					
	8,800	12,000	36.4	21,000	139
S.E. 122nd Ave.					

Existing peak hour traffic on Sunnyside Road between I-205 and S.E. 97th is projected to increase from 750 vehicles per hour to 1300 vehicles/hour by year 2000, a 73 percent increase. Peak hour traffic on other sections of the proposed project (Valley View Road and S.E. 122nd eastbound) will increase as much as 150 percent (see Table 2).

TABLE 2

Peak Hour Traffic

	1980		1985		2000	
Between:	East Bound	West Bound	East Bound	West Bound	East Bound	West Bound
I-205						
	750	750	1000	1000	1300	1300
S.E. 97th/Stevens						
	750	700	975	900	1300	1300
S.E. 105th Avenue						
	700	650	975	900	1300	1300
Valley View						
	600	600	825	825	1500	1400
S.E. 122nd Avenue						

Based on 1980 traffic volumes, the Level of Service (LOS) on Sunnyside Road between I-205 and S.E. 97th Avenue is fair (LOS D - see Table 3), meaning that traffic moved at an average speed of 15-20 miles per hour. Between S.E. 97th Avenue and S.E. 122nd Avenue the LOS was "B", or very good, with a stable flow of 25 to 30 mph.

TABLE 3

Levels of Service

A. - Excellent - Free flow, above 30 mph
B. - Very Good - Stable flow, 25-30 mph
C. - Good - Stable flow, 20-25 mph
D. - Fair - Approaching unstable flow, 15-20 mph
E. - Poor - Unstable flow, approximately 15 mph
F. - Very Poor - Forced flow, less than 15 mph

Without the realignment of the Stevens Street intersection with Sunnyside Road, by 1985 the LOS between S.E. 97th and I-205 would be "E", or poor. However, when the Stephens Street intersection is moved to intersect with the main entrance of the Medical Center, the added capacity this creates would allow that road segment to function at LOS "C." Under No-Build conditions, with or without the Stevens Street realignment, it is expected that by the year 2000 traffic operations would deteriorate to LOS "F" between I-205 and S.E. 97th Avenue. The main entrance to Kaiser Medical Center and the S.E. 122nd intersection would operate at a LOS "E."

In summary, the proposed project would improve traffic, pedestrian and bicycle safety along Sunnyside Road. Traffic congestion would be relieved with the addition of the four-lane roadway and turning median. The addition of the shoulder/bicycle path between 97th and 122nd, and the sidewalk on the south side of the road between 97th and 105th, would provide improved access for both pedestrians and bicyclists.

Land Use

Existing land use within the project area and along Sunnyside Road is primarily single family residences. Most of the residences are located on the north side of the road with isolated homes on the south side. Isolated residential home tracts are located in the project area, as well as east of the project. The undeveloped land along Sunnyside Road has been designated for residential development by the Clackamas County Comprehensive Land Use Plan. The undeveloped land now consists of orchards, open fields and native vegetation.

On the west end of the project the 27-acre Kaiser Medical Center is the predominate nonresidential development. A motel and restaurant complex are also located adjacent to the project on S.E. 97th Avenue. Mt. Scott Golf Course borders the road to the north of the Medical Center. Two churches are also situated alongside the roadway. Clackamas County School District Number One owns a parcel of land south of Sunnyside Road and west of 122nd. This land is presently being held in reserve as a future high school site. A final decision on the construction of the school will be made after a reevaluation of the area's needs are made.

The future of the area will be affected by the newly opened Clackamas Town Center located to the west of the project, between S.E. 82nd Avenue and I-205. The commercial complex is comprised of 115 acres and opened early in 1981. Another 365 acres surrounding the Town Center is scheduled for future development. One unit of this development would be built across Sunnyside Road from the Town Center. The entire 480 acre planned development will include, in addition to the Town Center, light industrial, heavy-density residential clusters, offices, restaurants, park, library, additional retail stores and urban amenities including a transit station. The entire complex will be referred to as an activity center. The center's scheme has been approved and is a part of the Clackamas County Land Use Comprehensive Plan.

The proposed project will serve planned growth in residential and commercial development in the area during the next 20 years, as envisioned in the Clackamas County Comprehensive Land Use Plan. The No-Build Alternative would not support the degree of development called for in the plan, because it would result in increased congestion on Sunnyside Road. The Comprehensive Land Use Plan for Clackamas County has been adopted by Clackamas County, but is not yet acknowledged by the Land Conservation and Development Commission. This project is consistent with the Transportation Goals set forth in the Comprehensive Plan. The conformance of the project and the No-Build with State of Oregon Land Use Goals, which are administered by the Land Conservation Development Commission, is summarized in Table 4. Since there are no conflicts identified, an exception to any one of the goals will not be required.

Noise

The Build Alternative results in traffic noise levels which are slightly higher than the No-Build Alternative (see Table 5). The zone of impact along Sunnyside Road extends a maximum of 70 feet for exterior design noise levels and 150 feet for the interior design noise levels.

The distance for interior levels means that any structures with open windows and no shielding would experience noise levels of at least L_{eq} 52 dBA within this distance. The projected noise levels for the year 2000 at 50 feet from the centerline are L_{eq} 69 dBA for the Build Alternative, and L_{eq} 68 dBA for the No-Build Alternative, 2 dBA above the Federal Highway Administration guidelines of L_{eq} 67 dBA, for residences. Forty-nine residences will be exposed to noise levels in excess of L_{eq} 67 dBA, under both No-Build and Build conditions. Two churches and a hospital along Sunnyside Road will not be impacted by traffic noise (see Table 5).

Sound barriers were considered as a method to mitigate noise impacts. However, in most cases, the residences have direct driveway access to Sunnyside Road which would require openings in the barrier. These openings would allow large amounts of traffic noise to pass through the barriers and reach the affected residences, making the barrier ineffective.

In two locations residences have access to the north of Sunnyside Road; a noise wall or berm would reduce the noise by 5-7 dBA here. These barriers were not recommended for the following reasons:

- The cost of the barrier was judged to outweigh the benefits.
- The barrier would not blend asthetically with adjacent residences and would block off pedestrian access to Sunnyside Road.

TABLE 4

LCDC Goal Compliance Review

Goal	No-Build	Build
GOAL 1-Citizen Involvement. To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.	Not Applicable	Consistent. Project requires only minor amount of right-of-way, so a Citizen Advisory Committee was not appointed. Citizen input will be solicited at the forthcoming public hearing.
GOAL 2-Land Use Planning. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. (This goal requires state actions to be consistent with local comprehensive plans).	Not consistent with Clackamas County Comprehensive Plan policies for arterial streets.	Consistent. Project is compatible with policies set forth in Comprehensive Plan.
GOAL 3-Agricultural Lands. To preserve and maintain agricultural lands.	Consistent. Does not require acquisition of agricultural lands.	Consistent. Does not require acquisition of agricultural lands.
GOAL 4-Forest Lands. To conserve forest lands.	Consistent. No forest lands affected.	Consistent. No forest lands affected.
GOAL 5-Open Spaces, Scenic, and Historic Areas and Natural Resources. To conserve open space and protect natural and scenic resources.		
(a) Open Space	Consistent. No open space affected.	Will require acquisition of small portion of Mt. Scott Golf Course. Will not affect the greens or trees.

TABLE 4 - continued

Goal	No-Build	Build
(b) Fish and Wildlife Areas and Habitat	Consistent. Would not affect existing fish and wildlife habitat.	Potential impact to Mt. Scott Creek culvert under roadway. Culvert extension. Will be designed in a manner to permit 8" minimum flow for fish passage.
(c) Ecologically and Scientifically Significant Natural Areas	Consistent. Would not affect natural areas.	Consistent. Will not affect natural areas.
(d) Outstanding Scenic Views and Sites	Consistent. Will not affect scenic views and sites.	Consistent. Will not affect scenic views and sites.
(e) Water Areas, Wetlands, Watersheds, and Groundwater Resources	Consistent. No impacts.	Consistent.
(f) Historic Areas, Sites, Structures, and Objects	Consistent. Will not affect any historic areas or structures.	Consistent. Will not affect any historical areas or structures.
(g) Recreation Trails	Not Consistent. Will not provide for bicycle trail along Sunnyside Road as identified in Comprehensive Plan.	Consistent. Will provide bicycle lane as part of system identified in Comprehensive Plan.
GOAL 6-Air, Water, and Land Resources. To maintain and improve the quality of the air, water, and land resources of the state.		
(a) Air Quality	Not Consistent. Total suspended particulates predicted to increase in the future.	Consistent. It will not increase any existing or contribute to a violation of air quality standard.
(b) Noise	Consistent.	Consistent.
(c) Water Quality	Consistent.	Consistent. Existing storm sewers and drainage ditches would be maintained.

TABLE 4 - continued

Goal	No-Build	Build
GOAL 7-Areas Subject to Natural Disaster and Hazards. To protect life and property from natural disasters and hazards.		
(a) Stream Flooding	Consistent.	Consistent.
(b) Erosion and Deposition	Consistent.	Consistent.
(c) Landslides	Consistent	Consistent.
(d) Weak Foundation Soils	Consistent.	Consistent.
GOAL 8-Recreational Needs. To satisfy the recreational needs of the citizens of the state and visitors.	Consistent. Recreation will not be affected.	Consistent. Small portion of privately owned golf course will be required - no greens or trees will be affected.
GOAL 9-Economy of the State. To diversify and improve the economy of the state.	Consistent.	Consistent. Will improve access to newly opened Clackamas Town Center complex and encourage future planned commercial developments.
GOAL 10-Housing. To provide for housing needs of citizens of the state.	Consistent. Will not affect the orderly development of residential areas.	Consistent. Will encourage the rapid residential development of area as identified in the Comprehensive Plan.
GOAL 11-Public Facilities and Services. To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.	Consistent. Will not affect facilities and services.	Consistent. Will maintain or improve facilities and services, especially emergency vehicle services.
GOAL 12-Transportation. To provide and encourage a safe, convenient and economic transportation system.	Not consistent with County's Comprehensive Plan.	Consistent with Comprehensive Plan. Will provide for a safer traffic and pedestrian/bicyclist transportation system.

TABLE 4 - continued

Goal	No-Build	Build
GOAL 13-Energy Conservation. To conserve energy.	Potential Conflict.	Consistent. Project would result in improved traffic flow and less fuel consumption.
GOAL 14-Urbanization. To provide for an orderly and efficient transition from rural to urban land use.	Not Consistent. Would cause increased congestion as the expected residential and commercial developments are established.	Consistent. The project will help facilitate the expected growth rate in residential and commercial development.

TABLE 5

Predicted Traffic Noise Levels

Road Section	Year	L_{eq} Level at 50 feet	Distance to Interior* Design Noise Level	Distance to Exterior** Design Noise Level
No-Build Alternative:				
Sunnyside Road I-205 - 105th	1985	67 dBA	110 feet	50 feet
	2000	68 dBA	130 feet	60 feet
Sunnyside Road 105th - 122nd	1985	67 dBA	110 feet	50 feet
	2000	68 dBA	130 feet	60 feet
Sunnyside Road 122nd - 124th	1985	65 dBA	80 feet	40 feet
	2000	67 dBA	110 feet	50 feet
Build Alternative:				
Sunnyside Road I-205 - 105th	1985	68 dBA	130 feet	60 feet
	2000	69 dBA	150 feet	70 feet
Sunnyside Road 105th - 122nd	1985	67 dBA	110 feet	50 feet
	2000	69 dBA	150 feet	70 feet
Sunnyside Road 122nd - 124th	1985	66 dBA	90 feet	45 feet
	2000	68 dBA	130 feet	60 feet

---

*This is an L_{eq} 62 dBA contour. This contour corresponds with an interior design noise level of 52 dBA assuming open windows and no acoustic shielding from topography, vegetation, or buildings.

**This is an L_{eq} 67 dBA contour. This contour assumes no acoustic shielding from topography, vegetation, or buildings.

- The noise levels associated with the Build Alternative would not be appreciably higher than those associated with the No-Build Alternative.

A copy of the complete noise study report will be sent to the Clackamas County Planning Department. Noise contour distances contained in the study report (see summary of these in Table 5 of this Environmental Assessment) will aid local land use planning agencies in protecting future development from becoming incompatible with the anticipated noise levels.

Air Quality

The Build Alternative would not worsen existing violations of air quality standards, contribute to a violation of air quality standards now in attainment, delay attainment of air quality standards, or interfere with the maintenance of air quality standards. The project is therefore consistent with the State Implementation Plan for Air Quality.

The No-Build Alternative, however, is not consistent in that the total suspended particulates would increase in the future.

Right-of-Way

Approximately 2.5 acres of additional right-of-way would be acquired from 60 land holders: 1.8 acres by fee acquisition, and about 0.7 acre needed for permanent slope easements. The acquisitions consist of narrow strips of lawns, landscape plants and fencing. There will be no residences or businesses displaced. A portion of the Mt. Scott Golf Course, which is privately owned, fronts on Sunnyside Road, but the portion that would be acquired would not affect the greens or trees. Three illuminated signs owned by the Keizer Medical Center are within the needed right-of-way and will need to be purchased or relocated.

Property tax base loss created by the project will be approximately $217,000 since the estimated cost of right-of-way acquisition is $192,000 for the property from S.E. 97th to S.E. 105th (Unit I) and $25,000 for the section from S.E. 105th to S.E. 122nd (Unit II). This would result in an equivalent of $3,600 in reduced tax revenue which will have to be absorbed by the remainder of the tax base.

Utilities

There are several utilities that would be affected by the project. Gas and water meters, hydrants, valve boxes and sevices would have to be relocated and/or adjusted (Northwest Natural Gas Company and Clackamas Water District); and power and telephone poles, telephone service boxes and control cabinet would be relocated (P.G.E., Pacific Northwest Bell and Continental Telephone Company). These facilities would be relocated by the utility companies at their expense.

Hydrology

The existing water runoff along Sunnyside Road is carried by a storm sewer to about 103rd Avenue. This storm water eventually empties into Kellog

Creek. East of S.E. 103rd Avenue storm runoff is carried by drainage ditches along the highway. The existing drainage system would be maintained with the proposed project.

The project area is drained by Mt. Scott Creek. This small stream originates north of the project and crosses under Sunnyside Road near S.E. 117th Avenue. The creek supports steelhead and coho salmon runs and a resident population of cutthroat trout. Mt. Scott Creek joins with Kellog Creek and eventually enters the Willamette River.

Where Mt. Scott Creek passes under Sunnyside Road, the Oregon Fish and Wildlife Department has recommended that the culvert which carries the creek under the road be designed to maintain an eight inch minimum flow of water for fish passage. The Final Culvert Design would reflect this requirement.

Cultural Resources

The proposed project section contains no archeological or historically significant properties. No buildings or properties bordering the project are listed in, or nominated to the National Register of Historic Places.

An archeological reconnaissance is not required prior to the construction of this project because of the degree of previous disturbance and level of existing development. The State Historical Preservation Office (SHPO) has been consulted and has reviewed the cultural research report and has concurred with these determinations.

COMMENTS AND COORDINATION

An A-95 review was initiated at the beginning of the project planning process. The Oregon Department of Fish and Wildlife made suggestions about the culvert under Sunnyside Road where Mt. Scott Creek passes. Those suggestions can be found in the Hydrology section of this report.

Responses were also received from the Division of State Lands, Land Conservation and Development Commission, and the State Historical Preservation Office. Copies of their review and comments are included in the Appendix.

The project has been, and will continue to be, coordinated with Clackamas County.

APPENDIX

CORRESPONDENCE

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

December 11, 1980

In Reply Refer to
File No

PIETER DYKMAN
ENV SEC
412 TRANS BLDG
SALEM OR 97310

ATTN: Maxine Banks

Dear Mr. ~~Dykman~~: Pieter

RE: I-205-Southeast 122nd Avenue Section
Sunnyside Road
Clackamas County

This letter is in response to the cultural resource survey carried out to assess impact of the above mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

David

D. W. Powers III
Deputy SHPO

DWP/LG:nmw

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 420 **Due Date:** JAN 20 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the proposed project. However, we are concerned about the potential impacts the street crossing may have on Mt. Scott Creek.

Please consult with our District Fishery Biologist, Jay Massey, during plan development to assure the best possible design. His office phone number is Clackamas 657-2041.

Agency Fish & Wildlife By William E. Pitney 1/19/78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 420 Due Date: JAN 20 1978

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 420 Due Date: JAN 20 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By

7712 2 420

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Clackamas County comprehensive plan and efforts to update the plan (i.e. the Countys compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #2 Land Use Planning, and #12 Transportation

and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

12/27/77
lo

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-9718(1)
I-205 - S E 122nd Ave - Sunnyside Road
Clackamas County

Date: July 14, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. G. A. Potter, Manager
Environment Section
Oregon State Highway Division

This environmental assessment is approved.

Dale E. Wilken

ENVIRONMENTAL SECTION
July 15, 1981

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
R. N. Bothman
Ed Hardt

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

DATE: July 10, 1981

TO: E. S. Hunter
Assistant State Highway Engineer

FROM: Gary A. Potter, Manager by/[illegible]
Environmental Section

SUBJECT: I-205 - S.E. 122nd Avenue
SE Sunnyside Road
Clackamas County, Oregon

The subject Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The assessment concludes that the proposed project will result in no significant environmental impacts.

If you agree, please sign below and return same to this office. The Assessment will then be submitted to the Federal Highway Administration for their concurrence.

7-10-81 ES Hunter Concur
Date E. S. Hunter
Assistant State Highway Engineer

GAP:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
R. N. Bothman
E. L. Hardt

Contains
Recycled
Materials

ROAD DESIGN SECTION

July 7, 1981

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

Files 52113 through 52130
S.E. 97th Ave.-S.E. 122nd Ave. Section (Unit I)
Sunnyside Road (County Road)
Clackamas County

Attached are descriptions, an authorization and prints for 18 files for the subject project, scheduled for the fiscal first quarter of 1983.

By: R

Robert R. Rounds
R/W Descriptions Supervisor

RRR:rlr
Attachments

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: H. S. Coulter
State Highway Engineer

DATE: June 12, 1981

FROM: Gary A. Potter, Manager
Environmental Section
Gary A. Potter

SUBJECT: SE 97th Avenue-SE 122nd Avenue
Sunnyside Road
Clackamas County

A meeting on the subject project was held Wednesday, June 10, involving staff from the Metropolitan Branch, Clackamas County and Cliff Christensen of FHWA. The issues and questions raised in Dale Wilken's May 19, 1981, letter were resolved to the satisfaction of the FHWA, and Metro is preparing a memo to document the results of the meeting.

The Environmental Section will now make the necessary changes in the Environmental Assessment, which will be submitted to FHWA for approval very soon. In view of this, I recommend that Wilken's letter not be answered, because FHWA adoption of the revised assessment will indicate their concurrence with the project. Please advise if you desire further information on this matter.

GAP:CG:ct

Attachments

RECEIVED
STATE HWY ENGR
JUN 12 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

DATE: June 9, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: S.E. 97th to S.E. 122nd Avenue Project
on Sunnyside Road

Clackamas County will resolve the issues identified in your May 19 letter concerning the S.E. 97th to S.E. 122nd Avenue project on Sunnyside Road.

We will continue to work with the FHWA staff to resolve, as quickly as possible, issues regarding the design width of the road and the bikepath.

Sunnyside Road is considered the route for a Class 3 regional bikeway. A bikepath is accommodated on sidewalks in front of the Clackamas Town Center, which in turn connects to the Town Center parking lot. Between the Town Center and the project limits at 97th Avenue, bicyclists have to cross the I-205 freeway. There are no bicycle accommodations on the I-205 structure.

Are any additional accommodations proposed? — shoulders [illegible]

We will include an evaluation of traffic impacts to I-205 in the environmental assessment as requested in your letter.

The issues raised in your letter will be addressed in the project design and in the environmental assessment.

I am confused. [illegible] bikeway?
[illegible] the Town Center?
[illegible] 56 ft. [illegible] traffic [illegible]
[illegible]

Form 734-3122

U.S. Department of Transportation
Federal Highway Administration

Memorandum

NOTED
H. S. COULTER

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-9718(1)
SE. 97th Ave.-SE. 122nd Ave.
Sunnyside Road, Clackamas County

Date: May 19, 1981

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The environmental assessment for this project has been reviewed. Before further advancement or processing, there are a few questions that should be resolved regarding the project concept.

The proposal calls for four 12 foot lanes, 4 foot shoulders, and a 14 foot continuous left turn lane from I-205 to 105th. From 105th to 122nd the proposed section is 48 feet (two 14 foot lanes with 10 foot shoulders). This appears to be an interim pattern with future re-striping to four 12 foot lanes or possibly four 11 foot lanes with 2 foot shoulders. Future traffic projections (year 2000) would seem to warrant a standard 4 lane roadway of which the minimum width would be 56 feet including the minimum 4 foot shoulders. With current and envisioned future development in this area there would have to be some very compelling reasons to accept a deviation from standards. Based on current knowledge of this area, it does not seem reasonable to build less than a "year 2000" design. If an interim 2 lane facility is warranted, perhaps a heavy maintenance effort on the existing road would be more economical.

The other issue is the bicycle facilities. A 4 foot shoulder is acknowledged in the assessment as being available from I-205 to 105th. The long range makes no provisions east of 105th. Is Sunnyside considered as a regional bikeway? If so, what class? How would bicycle traffic intertie with the I-205 bikeway? And, how do both connect to Clackamas Towne Center?

An evaluation of traffic impacts to I-205 is not included in the assessment as requested in our memorandum of October 29, 1980. The project scope and concept should be re-evaluated from the standpoint of sound long term transportation investment. We would be happy to discuss these issues with your staff and/or Clackamas County at any time.

Dale E. Wilken

cc:
OSHD (G A Potter, Env)
OSHD/Metro (R N Bothman, Admin)

MA PDM PDE FFM SPC
ODOT - METRO
[illegible] 1981
BM PAR PPC FILE T/A

Close

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8245
Date: January 19, 1981

File No: 303-1904

TO: F.E. TERPIN
Location Engineer

Curtis H Duval
FROM: CURTIS H. DUVAL
Metro Location Engineer

SUBJECT: LOCATION SURVEY
S.E. 97th-S.E. 122nd Ave. (Sunnyside Road)
Unit I S.E. 97th-S.E. 105th
Clackamas County
Prefix: 303-1904

Herewith the following data pertaining to subject

To L.E. George
1 roll mylar signal vicinity map showing construction centerline and lane designations for new typical section. (revised Jan. 19, 1981) Map also shows future construction by others.

To Lyle Watson
1 roll sepia detail map with revisions showing new typical section, construction centerline and future construction by others. (revised Jan 19, 1981)

To Hank Wakerlig
1 roll mylar detail map with revisions showing new typical section, construction centerline and future construction by others. (revised Jan 19, 1981)
1 folder computer computations showing calculations for '12' (construction) centerline.
All computations, sketches and maps transmitted to E. J. Dunn by Hank Wakerlig.

CC: File
L.E. George
Lyle Watson
Hank Wakerlig

REFERRED TO
Bernd.
Stoudenmeyer
Cole
Mann
Eriksen
Watson ut
Dorn
Hager
Copy
Return Discuss
BY FINAL DESIGN ENGINEER

Versteeg
Sullivan
Terpin
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Clack

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: November 26, 1980

TO: FRANK TERPIN
Location Engineer - Salem

File No: 303-1904

Curtis H. Duval

FROM: CURT DUVAL
Metro Location Engineer

SUBJECT: 97th to 122nd
Sunnyside Road
Clackamas County

Clackamas County has requested the signal portion of subject project proceed to contract as soon as possible. See Don Adams memo to the file dated November 5, 1980.

The signal poles at 97th and Sunnyside Road can be placed in their permanent position. Clackamas County will obtain the required right-of-way. The signal poles on the north side of Sunnyside Road at the Kaiser Hospital entrance will have to be temporary poles and placed within the existing right-of-way. The signal poles on the south side can be placed in their permanent position, Clackamas County will obtain the required right-of-way. The signal head arrangement will need to fit the existing roadway and be adjusted to their permanent location or uncovered during the roadway contract.

pv

cc Duane Christensen w/attachment
L.E. George w/attachment

✓

NOTED
D. O. Christensen

LOCATION

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: November 5, 1980

TO: TO FILE

File No:

FROM: DONALD R. ADAMS
Project Development Manager

SUBJECT: 97th to 122nd Sunnyside Road

I met with Winston Kurth to discuss aspects of the project. We will modify the present design to proceed with four foot bike lanes on both sides of the road between the shoulder line and curb as far as 105th. From there east, we will proceed with the two lane facility with ten foot shoulders. Future widening, required to accommodate additional traffic and a bike lane, will be accomplished as the adjacent land is developed as part of the condition for development.

Winston intends to hold a public meeting, at which time the information about right-of-way and access to environmental assessments will be available. It is not our intent, at this time, to conduct formal public hearings. It is our judgement that the right-of-way required for the project does not constitute significant right-of-way; therefore, a formal public hearing should not be required. Clackamas county residents will have the opportunity at the public meeting and again at the County Commission meeting to voice their comments on the project.

Winston Kurth wants to proceed with an accelerated schedule with signal installation at 97th and at the entrance to Kaiser Hospital. He will have money on deposit from the hospital and the Limited Improvement District by the end of November. This can be accomplished relatively easily. We will proceed to design the signals using preliminary engineering funds from the 97th to 122nd project. Two temporary signal poles at the hospital intersection will be required on the northside. The temporary poles would be replaced when the permanent project is contracted. An agreement will be required to cover the signal installation.

Our agreement should be the standard signal agreement with the entire funds for the project coming from the County, not from the developers.

po

cc: Max Klotz - Please have the agreement prepared by Jon Rose
Curt Duval
Jef Kaiser
Frank Terpin
Gary Potter

Form FHWA 121 (1/80)

7533

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject:
Oregon Project M-9718(-)
I-205 Interchange-SE. 122nd Avenue
Sunnyside Road
Clackamas County

Date: October 29, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

We have reviewed the project category request and concur in the classification as a Category 2, requiring the preparation of an environmental assessment. The assessment should cover an analysis of the traffic impacts to I-205 with this proposal.

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)

REFER TO

FOR

Info

Clack

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-5

TO: D. N. Stoudenmeyer
Design Engineer Supervisor

DATE: October 22, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
S.E. 97th Avenue-S.E. 122nd Avenue Section
FAU 9718 (Sunnyside Road)
Clackamas County

We have reviewed the preliminary plans on Units I and II of the above-named section to determine if easements are required for permanent signing.

An easement between Station 518+00 and Station 518+10 left in Unit I is desired for a "JUNCTION 1/4 MILE" sign for the East Portland Freeway (Interstate 205). The easement should extend 20 feet back of the curb.

No additional easements are requested for Units I and II providing no roadway or right of way easement revisions are made.

for L. E. George
Traffic Engineer

ELS:ds

cc: W. H. Wakerlig

RECEIVED
OCT 2[illegible]
ROAD DESIGN
SECTION

Contains Recycled Materials
81-125-1387

Clack

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: September 24, 1980

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: SE 97th Avenue-SE 122nd Avenue
Sunnyside Road
Clackamas County

The typical sections submitted from the field call for shoulders of 0 feet in width (too small) to shoulders of 10 feet in width (too large).

Please revise the typical sections to provide shoulder bicycle lanes 6 feet in width through this project.

DES:ge

cc: J. H. Versteeg

Versteeg ✓

RECEIVED
SEP 26 1980
ROAD DESIGN SECTION

9-2[illegible]-80
Discussed with Shaffer.
Suggested he meet with Metro and resolve bikeways on this and other projects.
Don

Contains Recycled

March 2, 1978

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 6434

Gentlemen:

Attached for your records is a fully executed copy of an agreement for improvement of the S.E. 97th Avenue-S.E. 122nd Avenue Section of Sunnyside Road in Clackamas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (conformed copy of agreement attached)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL OR AUTHORIZATION

(1)

See Below

Clackamas

(Check)

FROM:

Mr. G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
80148

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE
2-10-78

FEDERAL ROUTE NUMBER
FAU 9718

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:

"SE 97th Avenue-SE. 122 [illegible] Avenue Section"

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND
XX PREPARATION : Including Archeology Salvage and Utility Preparatory work
☐ OTHER (Specify) TEC NTE $63,000- F.F. $54,054

☐ ACQUIS[illegible]
CONTR[illegible]
☐ OF BID[illegible]
☐ CONST[illegible]
PRICE AND [illegible] BASIS

REMARKS

As requested in Mr. Swan's [illegible]-1-78 letter

DATE
2-10-78

SIGNATURE OF APPROVING OFFICIAL

TITLE
for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-12[illegible] WILL BE USED

[illegible] 1970—026 787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation- Highway Division

PROJECT TITLE: 97th Ave(Stevens Rd) SE 122nd Ave. FAU-9718

PNRS #: 7712 2 420

DATE : January 26, 1978

The State Clearinghouse has received additional comments from Department of Environmental Quality subsequent to our conclusion letter of January 24, 1978, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

☒ Please consider this letter and enclosure(s) an addendum to our previous letter.

☒ A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

BEN GIFFORD
12-16-77

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

INTERGOVERNMENTAL [illegible]
JAN 2[illegible] 19[illegible]

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

[illegible] Division
Dept. of Environmental Quality
RECEIVED
DEC 2[illegible] 1977

PNRS STATE REVIEW

Project #: 7712 2 420 Due Date: JAN 20 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects.
- ☐ We are interested but require more information to evaluate the proposal.
- ☒ Please coordinate the implementation of the proposal with us.
- ☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By Anthony J George Jr

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: 97th Ave. (Stevens Rd.-) SE 122nd Ave.

DATE: January 24, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
FEB 2 '78
REFER TO
FOR

Info	Inv	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
R. N. Bothman, Metro
E. L. Hardt, Reg. 1
W. W. Beibel, Dis. 2
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
D. E. Swan

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7712 2 420

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

12-16-77
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 420 Due Date: JAN 20 1978

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( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the proposed project. However, we are concerned about the potential impacts the street crossing may have on Mt. Scott Creek.

Please consult with our District Fishery Biologist, Jay Massey, during plan development to assure the best possible design. His office phone number is Clackamas 657-2041.

Agency Fish & Wildlife By William E. Pitney 1/19/78
ENVIRONMENTAL MANAGEMENT SECTION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
DEC 21 1977
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 420 Due Date: JAN 20 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By ______

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 420 Due Date: JAN 20 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency LCDC By

7712 2 420

I. Area Has a Plan and Approved Compliance Schedule

This project and its related land use implications must be coordinated and consistent with the Clackamas County comprehensive plan and efforts to update the plan (i.e. the Countys compliance schedule and work program for reaching compliance with the statewide land use goals). Consideration of the relationship between the statewide land use goals #2 Land Use Planning, and #12 Transportation and the project should receive special attention. In addition, the applicant should make every effort to insure that the project makes use of recognized citizen and agency involvement programs established by the local jurisdiction in accordance with the statewide land use goals.

12/27/77
lo

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7712 2 420 Due Date: JAN 20 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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☐ We are interested but require more information to evaluate the proposal.

☒ Please coordinate the implementation of the proposal with us.

☐ Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

CULTURAL RESOURCE PROTECTION IN THIS SUNNYSIDE AVE. PROJECT IN CLACKAMAS COUNTY SHOULD BE COORDINATED BETWEEN THIS OFFICE AND THE HIGHWAY ENVIRONMENTAL SECTION.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency SHPO By David E Talbot

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

December 16, 1977

TO Executive Department
Federal Aid Coordination Unit

Columbia Region Association of Governments
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: 97th Ave. (Stevens Rd.)-SE 122nd Ave.
Highway: Sunnyside Rd. FAU-9718
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be January 16, 1977.

BLG: dmc

Attachment

cc: G. L. Green ✓
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1: E. L. Hardt
District 2: W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
DEC 19 '77
REFER TO
FOR
Info Inv R/D D/R Sign Act File

NOTED
H.S. COU

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 97th Ave. (Stevens Rd.) - SE 122nd Ave.			
11	12] PROJECT LOCATION—CITY Sunnyside Road FAU-9718	PROJECT LOCATION—COUNTY Clackamas	PROJECT LOCATION SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To upgrade & improve the portion of Sunnyside Road from Stevens Road to S.E. 122nd

06 12] Ave. to provide for the increased traffic loads. This project will also improve [71

07 12] the safety of this portion of roadway for pedestrian and bicycle traffic by pro- [71

08 12] viding a combination bicycle/pedestrian way on both sides of the road. Traffic [71

09 12] flow will be improved through wider traffic lanes and the installation of left [71

10 12] turn refuges at three principle intersections. [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	430,000	--	35,000	35,000	--	500,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: December 16, 1977	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	January	16	1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: December 16, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-major environmental impact under Oregon's Action Plan.

CATEGORY 3 PROJECT

NON-MAJOR
M-9718(-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date November 10, 1977
Section Stevens Rd. to S.E. 122nd Ave.
Unit (if appl)
County Clackamas
City
Highway Sunnyside Road
State Hwy. No.
Termini: M.P.(if appl) M.P. 0.76 to M.P. 2.11
Length 1.57
Region I
Construction Estimate $500,000.00 (FAUS)
Program Amount

B. Purpose of Project: To upgrade and improve the portion of Sunnyside Road from Stevens Road to S.E. 122nd Ave. to provide for the increased traffic loads. This project will also improve the safety of this portion of roadway for pedestrian and bicycle traffic by providing a combination bicycle/pedestrian way on both sides of the road. Traffic flow will be improved through wider traffic lanes and the installation of left turn refuges at three principle intersections.

C. Origin & History of Project: This portion of the roadway is recognized for improvement due to increased traffic loads generated by I-205 Freeway, Kaiser Medical Foundation development, a proposed regional shopping center, and subdivision development within the area. The project is being developed as a result of regional plan implementation and in response to complaints concerning this section of roadway.

D. General Description of Project: Widen existing travel lanes, include a bicycle/pedestrian way on both sides of the road, include minor horizontal and vertical curve realignments. Left turn lanes are proposed for the intersections of Stevens Road, Kaiser Medical Foundation, and Southeast 122nd Avenue.

Alignment: New ______ Existing x Combined ______

Typical Section: Existing: No. Lanes 2; Med. No; Shldrs. 1'-10'; Parking Yes.
Proposed: No. Lanes 2; Med. No; Shldrs. 10'; Parking No

Traffic: Existing Facility: Existing ADT 5,000('75) Projected ADT ______; Yr. ______
Existing Level of Service C

Proposed Facility: Projected ADT 15,000*; Yr. 1980
Projected Level of Service D

*assumes that the "Cl [illegible]

734-2952 (10-75)

Right of Way: Additional anticipated Yes*; if yes, give approx. No. Parcels________
*possible slope easements only. Yes, No

Acres________; Type of Relocation Req.__________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any: Materials would be available from local commercial suppliers. Waste material could be used in fill section between S.E. 117th Ave. and S.E. 122nd Ave. if deemed useable and suitable by the project engineer.

Type of Structure(s): The existing box culvert located at the base of a fill section between S.E. 117th Ave. and S.E. 122nd Ave. is to be extended to accommodate additional fill. The box culvert's inside dimensions are 8½ ft. high by 10 ft. wide.

Brief Description of River or Stream and Type of Involvement, if any: Mount Scott Creek which flows through the existing box culvert would be only moderately affected by the extension of the box culvert. No other lakes, ponds, etc. would be affected.

Local City, County or COG priorities of project: The County considers this project as a high priority among FAU projects to be submitted, and high priority for segments of roadways requiring upgrading.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): No build option.

Other Descriptive Information or Comments: Drainage facilities are to be provided for proposed development of the area.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The general topography of this area is predominantly rolling hills and drainage ravines. The soils in the vicinity are clay with little or no slide hazards, and errosibility being moderate.

The drainage for the area is primarily from north to south across the existing facility. Minor surface run-off cross culverts are located within the project area with the primary drainage being via Mount Scott Creek flowing through a large box culvert near S.E. 117th Ave.

The surrounding flora consists primarily of small open field areas accompanying homes, with spots of brush and general landscaped areas fronting the road itself. There is some streambank vegetation near Mount Scott Creek crossing and a few small agricultural plots on either side of the road from Valley View Terrace Dr. easterly to the terminus of the project.

2. Cultural: This road is located within the urban boundaries and is indicated as a medium density and low density planned residential area according to the Comprehensive Plan. A large regional shopping complex("Clackamas Town Center")is planned for construction in 1978, adjacent to the project's western terminus between I-205 and 82nd Avenue. The center is expected to generate a considerable traffic increase on this facility.

Utilities located within the project area are as follows:

Water - Mt. Scott Water District, Clackamas Water District
Gas - Northwest Natural Gas Co.
Electric - Portland General Electric - Oregon City Division.
Sewer - Clackamas County Service District No. 1.
Communications - Pacific Northwest Bell Telephone; Continental Telephone

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Temporary removal of vegetation on slope easements (if easements are required).

2. Estimated Impact on Traffic Patterns: Project will improve traffic flow characteristics for this section of the roadway and improve safety to all roadway users including pedestrian and bicycle traffic.

Consequences--Air Quality, Noise, Safety, etc.:

3. Estimated Impact on Land Use: The access improvement afforded by this project is not significant enough to affect existing land use trends.

Consequences:

4. Expected Impact on Natural Ecological Resources: Slight temporary impacts on the stream during box culvert construction. Temporary removal of vegetation on cut and fill slopes.

Consequences: Increased run-off until cut and fill slopes become covered with grasses and natural undergrowth.

5. Expected Impact on Cultural and Scenic Resources: Some residents are presently using the right-of-way for frontage parking. This will be eliminated.

Consequences: Reduced residential parking.

6. Preliminary Identification of Areas of Critical Concern: Fill section and stream crossing between 117th and 122nd Avenues.

7. Potential for Controversial Issues: Parking area reduction for residences.

8. Potential for Consistency of Proposal With;

a. Clean Air Implementation Plans The project will improve traffic flow slightly, hence have a positive but negligible impact on air quality. This improvement will be more than offset by the proposed regional shopping complex. An indirect source permit may be required.

b. Noise Standards The primary purpose of this project is safety. Traffic noise will not be noticeably affected by this project. Mitigation is not feasible because of access and safety considerations. This constitutes the project noise study report as per FHPM 7-7-3.

c. Water Quality Standards No anticipated change except minor turbidity and siltation during construction of box culvert. These will be held to a minimum by specifications.

d. Area Land Use and Transportation Plans, and Zoning Project is in compliance with the local Comprehensive Plan.

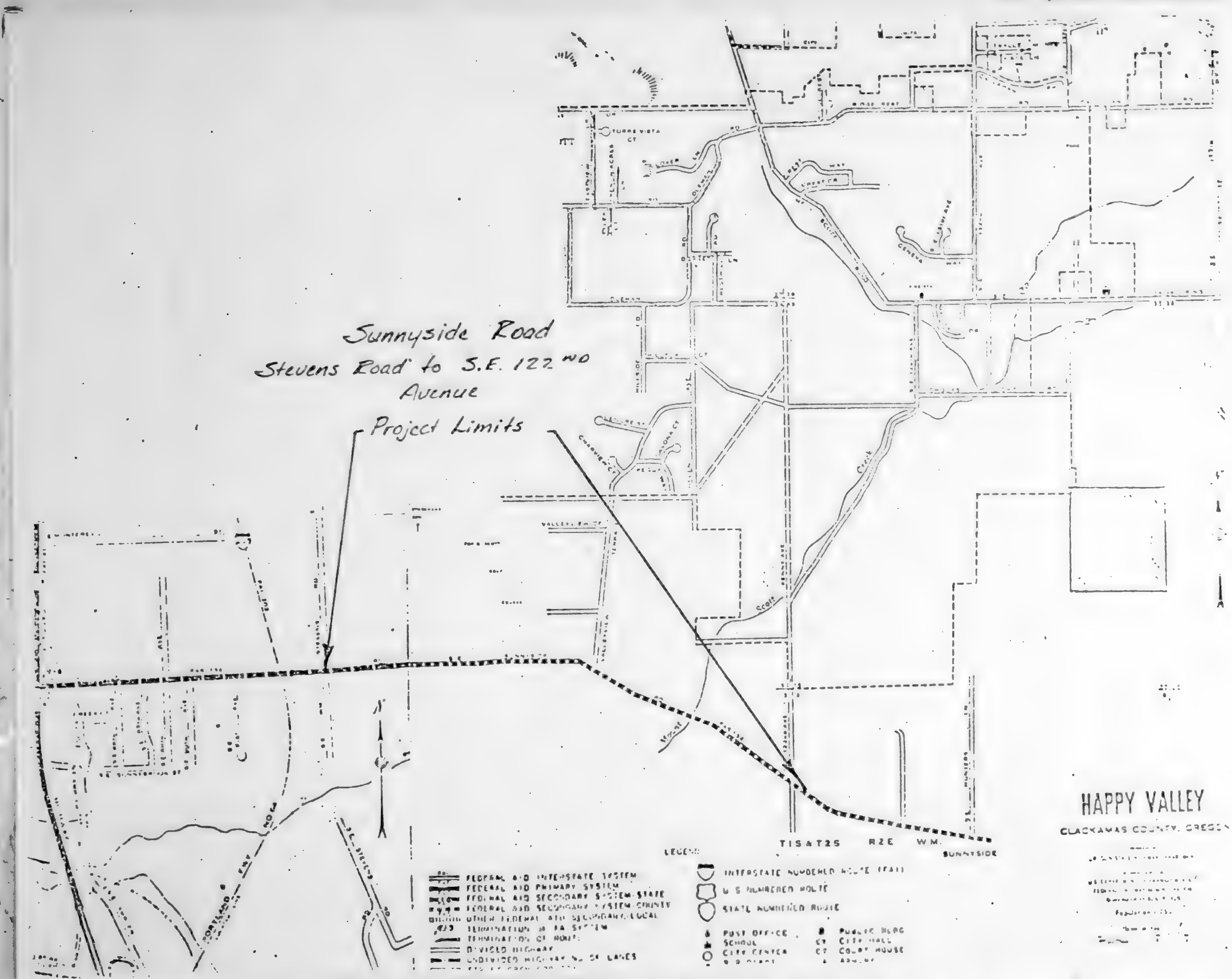
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	__x__ ASSESSMENT ONLY *
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: Project is basic modification of an existing facility.

* The recommended action is conditioned upon the project not requiring significant amounts of right-of-way (including easements), or significantly impacting adjacent property owners as a result of any right-of-way acquisition.

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4


Sunnyside Road
Stevens Road to S.E. 122ND Avenue
Project Limits
HAPPY VALLEY
CLACKAMAS COUNTY, OREGON
T1S & T2S R2E W.M.
SUNNYSIDE
LEGEND:
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
INTERSTATE NUMBERED ROUTE
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
PUBLIC BLDG
CITY HALL
COURT HOUSE
Scott Creek
N

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 1, 1977

In reply refer to: HA.1-OR

SUBJECT:
Oregon Project No. M-9718(-)
97th Avenue (Stevens Road)-SE 122nd Ave
Sunnyside Road
Clackamas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Mgr, Technical Services Br, ODOT
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's November 15, 1977 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a non-major action. We also concur that this action is conditioned upon the project not requiring significant amounts of right of way (including easements), or significantly impacting adjacent property owners as a result of any right of way acquisition. We also concur with your traffic noise analysis.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H Kappus
for G. L. Green

cc:
ODOT (Laux, Potter)
OSHD (Reg 1, Markham)

RECEIVED
TECHNICAL SERVICES
DEC 7 '77
REFER TO
Wimer

DATE: December 1, 1977

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the consent calendar for the December 15 meeting will be six requests for approval of Urban System projects.

La Grande is requesting a $200,640 project to acquire right-of-way and relocate utilities for a future project to reconstruct the 2nd Street Viaduct.

Salem is requesting two projects totaling $26,000 for improvement of Pringle Road and Madrona Avenue.

Three projects totaling $1,024,200 for street improvements on Harmony Road and Sunnyside Road are being requested by Clackamas County.

Federal Urban System funds for these projects are estimated at $1,075,720 with the State providing approximately $87,560 in match funds and a like amount being contributed by local government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

Att.
GEZ:lml

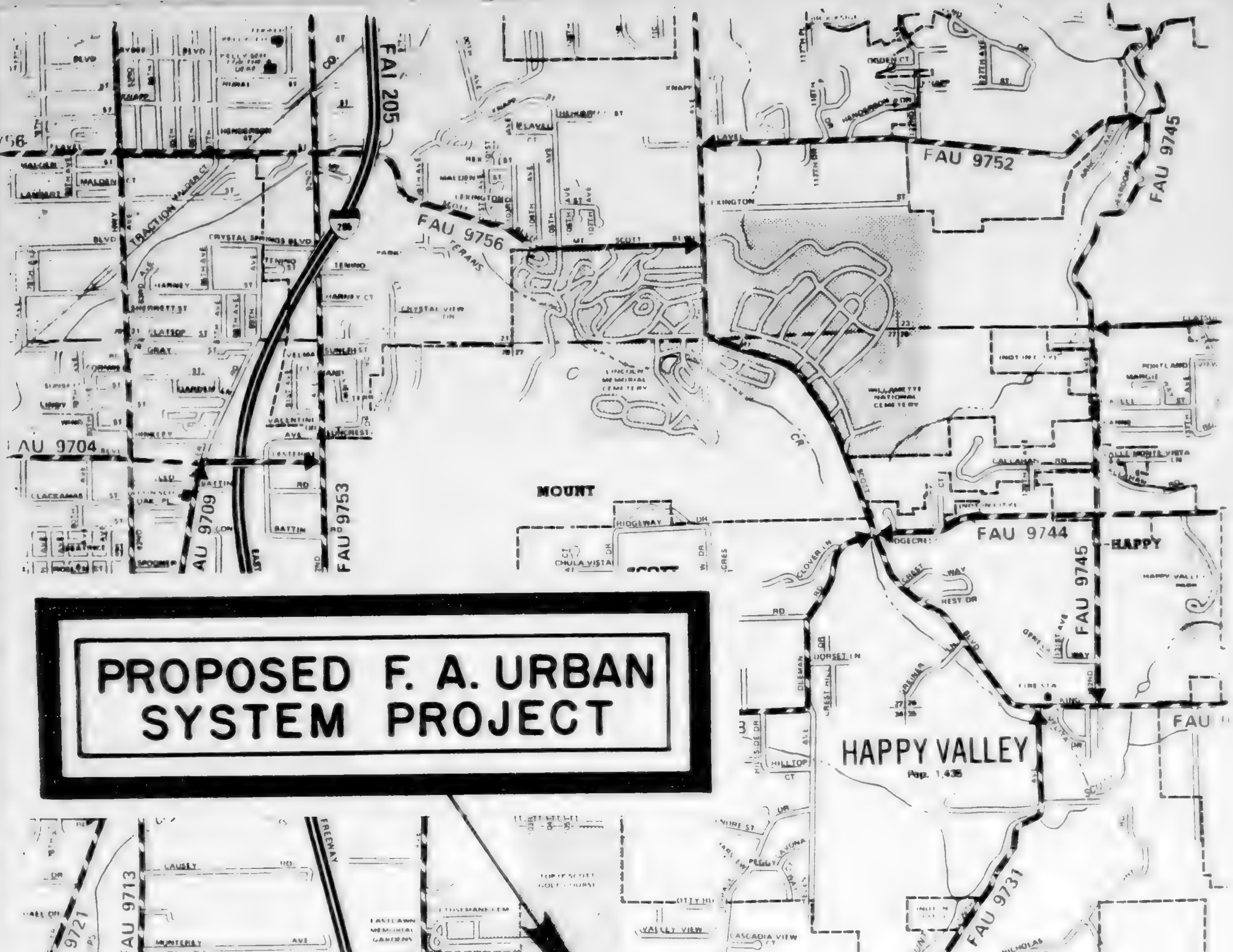
bc:
R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
J. H. Versteeg
E. L. Hardt
V. E. Skoog
John Sheldrake
W. E. Schwartz
D. N. Harwell
R. N. Bothman
George Bell

CLACKAMAS COUNTY
Proposed Urban System Project

S.E. 97th Avenue-S.E. 122nd Avenue Section
Sunnyside Road, FAU 9718
Grade, Pave, Sign and Stripe
1.57 miles
$500,000

This project entails all the work and costs to widen and improve Sunnyside Road to a 48-foot width with left-turn lanes at 97th, Kaiser Medical Foundation and 122nd. The existing box culvert at Mt. Scott Creek will be extended to accommodate the widened roadway. Slope easements will be required and will be included as a participating cost of the project.

County will perform the preliminary engineering and State will supervise construction of the project.



PROPOSED F. A. URBAN SYSTEM PROJECT

FAI 205
FAU 9752
FAU 9745
FAU 9756
FAU 9704
AU 9709
FAU 9753
FAU 9744
HAPPY VALLEY
Pop. 1,435
FAU 9713
FAU 9721
FAU 9753
FAU 9731
FAU 9718
MOUNT
SCOTT
MOUNT
TALBERT
FAU 9731
CRYSTAL SPRINGS BLVD
TRACTION
LINCOLN MEMORIAL CEMETERY
WILLAMETTE NATIONAL CEMETERY
FREEWAY
SUNNYSIDE
MATHER
CAMP WITHYCOMBE
HAPPY
74

1982 Amazon Creek (Danebo Rd.) 9574
Bridge on a city St. in Eugene
(Grading,paving and structure) #3

Oregon Department of Transportation
HIGHWAY DIVISION

9574

HIGHWAY DIVISION INVOICE

		AGENCY	CURRENT DOCUMENT NUMBER
		02	145900
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5889	9-29-87	0001000672-00

City of Eugene
858 Pearl Street
Eugene, Oregon 97401

ATTN: Bert Teitzel

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09574-011	L02	3000			844010	20	$ 4,988.91

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

DESCRIPTION:

Final Settlement
Amazon Creek (Danebo) Bridge
BROS 2003 (3) (4)

See attached itemized statement

Amount DUE

TOTAL PRICE: $ 4,988.91

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
[illegible] UNIT ___ PROGRAM UNIT ___
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ [illegible] ___

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE 4,988.91

Mike Shultz 378-6514

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

9-5-4

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** BROS-2003(4)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 10/25/82 To: 3/14/86

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
117	21,834.93	21,834.93	80%	17,467.94	17,467.94	-0-
117	196,910.05	191,224.83	80%	152,979.86	152,979.86	-0-
	218,744.98	213,059.76	80%	170,447.80	170,447.80	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 4/23/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	AMAZON CR. (DANEBO RD.) BRIDGE LANE COUNTY					
	Construction Type Code X080 Structure, **Bridge** No. 16617 (Sta. 2+36 to Sta. 3+40)					
	Final Contract Payment Summary	Lump Sum			$183,787.53	
	Litigation Expense					
SFO #1	Defend against litigation filed by contractor	All Required			$ 1,030.92	
	Construction Engineering					
	Liquidated Damages	Lump Sum			$ (5,100.00)	
	Work by the City of Eugene	All Required			21,834.93	
	State	All Required			10,833.19	
					$ 27,568.12	
	Misc. Project Cost					
	Audit Expense	All Required			$ 673.19	
	TOTAL PARTICIPATING PROJECT COST				**$213,059.76**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 359.51	
	Interest on Final Payments	All Required			112.98	
	Construction Engineering	All Required			5,212.73	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 5,685.22**	
	TOTAL PROJECT COST				**$218,744.98**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 3/26/87.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985 PAGE 322

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
AMAZON CREEK(DANEBO)BRIDGE CONT NO 9574 FA PROJ NOS BROS2003004 100 BROS2003004								STATE	
	320	1069	201	00 P 1		132.57CR	183,287.53	83	85
	320	1069	201	00 N 1			359.51	83	83
	320	1069	203	00 P 1			5,100.00CR	83	83
	320	1069	206	00 N 1		112.98	112.98	84	84
	320	1069	208	00 N 1		125.94CR	~~125.94CR~~	84	84
	320	1069	286	01 P 1	1.12CR	277.35	1,030.92	84	85
	320	1069	295	00 N 9			38,934.08	83	83
	320	1069	296	00 N 9		1,161.71CR	195,769.52CR	83	85
	320	1069	298	00 N 9		1,161.71	156,835.44	83	85
	320	1069	900	00 P 1		518.37CR	6,081.68	82	85
	320	1069	900	00 P 2		548.55	548.55	86	85
	320	1069	900	00 N 1			25.00	83	83
	320	1069	915	00 P 1	23.60	673.19	673.19	85	85
	320	1069	920	00 P 1	.08CR	17.34	53.90	83	85
	320	1069	928	00 N 1	.09CR	20.98	~~125.85~~	83	85
	320	1069	940	00 P 1			3,076.60	83	84
	320	1069	941	00 P 1			40.61	83	83
	320	1069	942	00 P 1			4,237.48	83	84
	320	1069	944	00 P 1	.35CR	89.34	590.38	83	85
	320	1069	945	00 P 1			920.54	83	84
	320	1069	948	00 P 1	.04CR	8.96	471.18	83	85
	320	1069	950	00 P 1			202.30	83	83
			TOT	P1	22.01	415.24	196,066.31		
			TOT	P2		548.55	548.55		
			TOT	N1	.09CR	8.02	497.40		
			** JOB TOTALS **		21.92 **	971.81 **	197,112.26 **		
CLANCO LANE-DONOVAN DR CONT NO 9584 = FA PROJ NOS SOS 2003002 100 SOS 2003002								STATE	
	320	1071	201	00 P 1		656.41	29,001.60	83	85
	320	1071	201	00 P 2		363.98	44,855.67	84	84
	320	1071	204	00 P 1		1,000.00		83	85
	320	1071	206	00 N 1		309.88	309.88	85	85
	320	1071	270	01 P 1			160.33	84	84
	320	1071	295	00 N 9		3,155.97	57,894.02	83	85
	320	1071	296	00 N 9		3,155.97CR	86,246.02CR	83	[illegible]
	320	1071	298	00 N 9			28,352.00	83	[illegible]
	320	1071	900	00 P 1		2,481.93CR	807.36	83	85
	320	1071	900	00 P 2		2,491.03	2,491.03	84	85
	320	1071	920	00 P 1			58.56	83	83
	320	1071	940	00 P 1	.25CR	57.24	821.95	83	85
	320	1071	944	00 P 1			99.60	83	83
	320	1071	945	00 P 1	2.03CR	448.09	1,095.12	83	85
	320	1071	948	00 P 1			9.37	84	84
	320	1071	985	00 P 1			116.29	83	83
			TOT	P1	2.28CR	320.19CR	32,170.18		
			TOT	P2		2,855.01	47,346.70		
			TOT	N1		309.88	309.88		
			** JOB TOTALS **		2.28CR**	2,844.70 **	79,826.76 **		

```
REPORT NO: FMBL003-1                          OREGON DEPARTMENT OF TRANSPORTATION                                        RUN 06/17/87 23:13
SEQ: FEDERAL APPROPRIATION, FEDERAL                FINANCIAL MANAGEMENT SYSTEM
     PROJECT, AGREEMENT, EA-SUBJOB               OREGON STATE HIGHWAY DIVISION
                                                     FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 117
 AGREEMENT         TOTAL COSTS       AMOUNT       --PARTICIPATION--        AGREEMENT         FEDERAL     -ADJUSTMENT-          VOUCHER
   EA/SUBJOB         TO DATE      PREV CLAIMED    AMOUNT      PERCENT        AMOUNT           SHARE      AMOUNT   CODE           AMOUNT
FEDERAL PROJECT: BROS-2003-004
********************************

 F02014
   C09574  -010       5,685.13           .00            .00
   C09574  -011     191,224.83    152,979.86     191,224.83
 AGREEMENT TOTALS   196,909.96    152,979.86     191,224.83   80.00    152,979.86      152,979.86        .00                  .00

 F0257
   C4201013-011      17,467.94     17,467.94      17,467.94
 AGREEMENT TOTALS    17,467.94     17,467.94      17,467.94  100.00     17,467.94       17,467.94        .00                  .00

FED PROJ TOTALS     214,377.90    170,447.80     208,692.77            170,447.80      170,447.80        .00                  .00
FEDERAL PROJECT: BROS-2005-001
********************************

 F04177
   C2201923-000       2,129.53      1,034.28       2,129.53
   C2201923-011      13,617.00     11,149.81      13,617.00
 AGREEMENT TOTALS    15,746.53     12,184.09      15,746.53   80.00     28,120.00       12,597.22        .00               413.13
FED PROJ TOTALS      15,746.53     12,184.09      15,746.53             28,120.00       12,597.22        .00               413.13
FEDERAL PROJECT: BROS-2100-003
********************************

 F01647
   C2211916-011      26,615.30     21,292.24      26,615.30
 AGREEMENT TOTALS    26,615.30     21,292.24      26,615.30   80.00     21,292.24       21,292.24        .00                  .00
FED PROJ TOTALS      26,615.30     21,292.24      26,615.30             21,292.24       21,292.24        .00                  .00
FEDERAL PROJECT: BROS-2100-006
********************************

 F01644
   C09758  -000         367.96         20.44         367.96
   C09758  -010      32,966.36           .00            .00
   C09758  -011     178,430.28    143,018.15     178,430.28
```

1571

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-131

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Lane

Project Number BROS-2003(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 243,531.00	$ 226,829.00
Federal funds	$ 194,824.00	$ 181,463.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL, 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 25, 1986

Federal-Aid Project No. BROS-2003(4)

Amazon Creek (Danebo) Bridge Section
County Road
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure #16617 (Sta. 2+36 to 3+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 22.00	20	$ 440.00	0	$ 0.00
1"-0 Aggregate Base	6.20	1,520	9,424.00	1,466.13	9,090.00
18" Sewer Pipe	37.75	158	5,964.50	136.02	5,134.50
Trash Racks	125.00	7	875.00	6.0	750.00
4" PVC Pipe	2.73	260	709.00	0	0.00
			$17,412.50		$14,974.50

Decrease	$ 2,438.00
Subtotal from previous Estimate of March 20, 1985	211,766.69
Subtotal	$209,328.69
Engineering	17,500.31
Total	$226,829.00

Length of Project ------------------- 0.020 miles

SUMMARY OF FUNDS

Description	Appn Code	Group	Total Cost	Federal Funds	County Funds
Structures	117	80%	$226,829.00	$181,463.00	$45,366.00
TOTAL			$226,829.00	$181,463.00	$45,366.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09574
Prefix: C320-1915
Prefix: C320-1069
Prefix: C420-1013

DDB:me

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3.189	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 1		Project Number BROS-2003(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$207,126.00	$243,531.00
Federal funds	$165,700.00	$194,824.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of March, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 20, 1985

FEDERAL AID PROJECT NO. BROS-2003(4)

AMAZON CREEK (DANEBO RD.) BRIDGE
LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE, BRIDGE NO. 16617 (STA. 2+36 TO STA. 3+40)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 5.00	100	$ 500.00	151.5	$ 757.50
Class B or Class C Asphalt Concrete	33.49	510	17,079.90	538.17	18,023.31
12-Inch Sewer Pipe	14.00	56	784.00	117.3	1,642.20
7-Inch Concrete Surfacing	14.85	15	222.75	46.39	688.89
Concrete Curbs	11.10	315	3,496.50	336	3,729.60
Temporary Barricades (PA #1)	786.00	---	---	100%	786.00
Holes & Slots in Rail Brackets (PA #2)	84.70	---	---	100%	84.70
Excavation for Soft Subgrade (FA #2)	---	---	---	---	564.05
Contractors Claim (OFW#1)	---	---	---	---	3,000.00
	Subtotals		$22,083.15		$51,359.40

Increase	$ 29,276.25
Subtotal from estimate of December 8, 1982	182,490.44
Subtotal	$ 211,766.69
Engineering	31,764.31
Total	$ 243,531.00

Length of Structure	0.020 mi.
Federal Funds (80%)	$ 194,824.00
City Funds	48,707.00
Total	$ 243,531.00

Group 1	100%
Contract No.	9574
Prefix:	320-1915
Prefix:	320-1069
Prefix:	420-1013
Appn Code	117

WH:bkb

9574

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-125	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lane Project No. BROS-2003(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Amazon Cr. (Danebo Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-25-82	0.020

OTHER *(Specify)*

PRO RATA 80.0%

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 207,126.00	$ 165,700.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control

Oregon State Highway Division
Salem, Oregon December 8, 1982

Federal-Aid Project
No. BROS-2003(4)

Amazon Cr. (Danebo Rd.) Bridge
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 16617 (Sta. 2+36 to Sta. 3+40)

Mobilization		All Required	$ 10,337.83
Temporary Signs	100 Sq. Ft.	5.00	500.00
Temporary Barricades	2 Each	75.00	150.00
Flagmen	20 Hr.	22.00	440.00
Removal of Structures and Obstructions		All Required	1,500.00
General Excavation	460 Cu. Yd.	4.50	2,070.00
Channel Excavation	445 Cu. Yd.	5.20	2,314.00
1"-0 Aggregate Base	1,520 Ton	6.20	9,424.00
Class "B" or Class "C" Asphalt Concrete	510 Ton	33.49	17,079.90
12-inch Sewer Pipe	56 Lin. Ft.	14.00	784.00
18-inch Sewer Pipe	158 Lin. Ft.	37.75	5,964.50
TV Inspection of Sewer Lines	211 Lin. Ft.	1.00	211.00
Concrete Manholes	1 Each	1,500.00	1,500.00
Curb Inlets	2 Each	550.00	1,100.00
Trash Racks	7 Each	125.00	875.00
7-inch Concrete Surfacing	15 Sq. Yd.	14.85	222.75
Concrete Curbs	315 Lin. Ft.	11.10	3,496.50
Sacked Riprap	24 Cu. Yd.	150.00	3,600.00
Filter Blanket	8 Cu. Yd.	20.00	160.00
Bridge Removal Work		All Required	3,000.00
Structure Excavation	60 Cu. Yd.	8.33	499.80
Furnish Pile Driving Equipment		All Required	8,600.00
Furnish Prestressed Concrete Piling	800 Lin. Ft.	18.75	15,000.00
Drive Prestressed Concrete Piles	620 Lin. Ft.	1.61	998.20
Structural Concrete, Class 3300 (100 C.Y.)		All Required	13,632.00
4'x25'/30' Prestressed Slabs	14 Each	1,409.21	19,728.94
4'x35'/40' Prestressed Slabs	14 Each	1,409.21	19,728.94

4'x40'/45' Prestressed Slabs	14 Each	1,409.21	19,728.94
Reinforcement (10,000 lbs.)		All Required	4,122.00
Three Tube Steel Railing	242 Lin. Ft.	58.57	14,173.94
3-inch PVC Pipe	130 Lin. Ft.	1.56	202.80
4-inch PVC Pipe	260 Lin. Ft.	2.73	709.80
5-inch PVC Pipe	130 Lin. Ft.	4.12	535.60
			$ 182,390.44
Anticipated Items			
Temporary Erosion Control		All Required	$ 100.00
		SUBTOTAL	$ 182,490.44
		Engineering	24,635.56
		TOTAL	$ 207,126.00

Length of Structure ------------- .020 mi.

Federal Funds (80%)--------------$165,700
City Funds ---------------------- 41,426
TOTAL COSTS $207,126

Group 1 100%
Contract No. 9574
Prefix: 320-1915
Prefix: 320-1069

9574

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7-9-87

CITY: EUGENE AGREEMENT NO: 7482 PROJECT NO: BROS-2003(3&4)

CONTRACT NO: 9574 SECTION: Amazon Creek (Danebo) Bridge

Preliminary Engineering (Prefix: C320-1915)

	PARTICIPATING	NONPARTICIPATING
Payment to City of Eugene	$ 16,216.81	$
Project Manager	237.90	
Final Design	1,401.58	
Bridge Design	1,208.41	
Traffic	137.16	
Location	131.46	
Program Section	62.24	
Specifications	1,527.64	
Administrative Services	31.37	
Environmental	87.34	
R/W Utility Engineer	42.44	
Surface Design Engineer	126.04	
TOTAL P.E. COST	$ 21,210.39	$ - 0 -

Construction (Prefix: C320-1069 & C9574)

	PARTICIPATING	NONPARTICIPATING
Payment to Contractor	$183,787.53	$ 359.51
Credit for Liquidated Damages	(5,100.00)	
Litigation Expense (SFO #1)	1,030.92	
Engineering Performed by City	21,834.93	
Field Engineering State	1,442.50	*5,212.73
Interest on Final Payment		112.98
Audit Expense	673.19	
Program Section	53.90	
Materials Testing	7,354.69	
Technical Services	590.38	
Construction Branch	920.54	
Accounting	471.18	
TOTAL CONSTRUCTION COST	$213,059.76	$ 5,685.22

SUMMARY:

Participating P.E. Cost	$ 21,210.39
Participating Const. Cost	213,059.76
TOTAL PARTICIPATING COST	$234,270.15

FEDERAL FUNDS:

P.E. (80%)	$ 16,968.31	
Const. (80%)	170,447.80	(187,416.11)
SUBTOTAL		$ 46,854.04
Plus Nonparticipating City Cost		5,685.22
Less Match on Work Performed by City		(7,610.35)
Less City's Advance Deposit P.E. & Const. AD #82-96		(39,940.00)
BALANCE DUE FROM CITY		$ 4,988.91

* This cost is nonparticipating because the total construction engineering cost exceeds the federal 15% limitation.

MKS:pf

157 ic cc: OSHD (Rulien) 957 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
DATE OF REPORT MAR 13 '86	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-2003(4)
COMPLETION DATE (Actual) 08-03-83	ACCEPTANCE DATE BY CONRTACT AGENCY 06-08-84	TIME ELAPSED 117 %	CONTRACT TIME 195 CD

LOCATION

Amazon Creek (Danebo Road) Bridge on a city street in Eugene

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construct roadway subgrade, aggregate base and asphalt concrete pavement.

   B. Construct Bridge No. 16617 over Amazon Creek. Length: 104 feet. Roadway width: 46 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Steve Pyles General Contractor

3. Contract Amount: $182,390.44

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 17 '86
REFER TO Fredrickson
3/18

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	FOR Info / Inves / R/D / D.R / Sign / Act / File
TITLE Area Engineer	DATE MAR 14 1986	TITLE Field Operations Engineer	DATE MAR 14 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2003(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 2-6-86

4. PROGRAM NO.

5. ITEM NO. 20025

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
FEB 11 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE February 5, 1986

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Amazon Creek (Danebo Street) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 1-30-86 we approve the revised Preliminary Engineering costs to a TEC of $21,217; Federal Funds $16,973.

(Increase TEC $6,217; Federal Funds $4,973)

14. DATE 2/6/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9574

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401 • (503) 687-5291
ENGINEERING DIVISION

City of EUGENE

November 7, 1985

Jack Ayres, Region Federal Aid Specialist
Region 3, Oregon State Highway Department
P.O. Box 1128
Roseburg OR 97470

RE: AMAZON CR. (DANEBO BRIDGE) CONTRACT #9574
OVER RUN OF ENGINEERING CHARGES

The engineering charges on this project totaled $44,204.92. The design costs which included the drawing of all the features, the calculations, the checking and correcting of all drawings, and the takeoff of all quantities amounted to approximately $19,600.00. This was about 11% of the project costs. A normal road building project design cost is nearly 8% of the project cost and due to the complicated and rarity of designing this type of structure, the costs are not out of line.

The construction inspection costs are approximately $18,600.00. This includes all the on site inspection of the work on the project and all the confirming data recorded for the project. This percentage is about 10%, which compares to 5% on city street projects. But we concede that we do not have as much paper work on city projects. The contractor on this project scheduled 32 days to completion and in reality he worked 83 days on the project. Our total inspection time was 90 days, including 28 days of recording data and claims, after the project was completed.

In conclusion, the engineering charges of $44,204.92 is 25% of the project costs. This is within the anticipated range of engineering cost for a project of this type. We ask that you look at the engineering charges for this project and adjust them to the actual charges.

NOTED
V.E. SKOOG

Jack Guthrie

RECEIVED
NOV 18 1985
HIGHWAY ACCOUNTING

NOTED
F.R. GRIFFIN

Jack Guthrie
Project Manager

wejgovru/d

Jam was the engineering on the estimate like they say 25%
7

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PLOG ____
N[illegible] 1[illegible] 1985
REFER TO________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

6

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 373-7763

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: February 28, 1985

FROM: Richard L. Evans
Staff Auditor Richard L Evans

SUBJECT: Audit Report No. 255
City of Eugene
Amazon Creek (Danebo Road) Bridge Section
Preliminary & Construction Engineering

I have completed a site audit of the State's agreement with the City of Eugene, FA Project BROS-2003(4). FHWA approved preliminary engineering as of December 21, 1981 and construction engineering as of October 25, 1982. The State accepted them on the same dates. Total costs claimed were $44,204.92 during the period of July 1, 1982 through February 29, 1984.

My examination was made in accordance with GAO Standards as implemented by OSHD audit policy. Accordingly the audit included such tests, observations and inquiries of City's records, procedures and internal controls as I considered necessary to provide assurance that financial operations were properly conducted, financial reports were presented fairly and City complied with applicable laws and regulations.

In my opinion the above conditions were generally adequate to assure a fair presentation of the claim, except as follows: City's indirect cost rate included costs relating to General Administration and other administrative support services. Audit adjustments to reflect only eligible related Divisional costs resulted in a total reduction of $6,153.18.

Accordingly, in my opinion audited costs of $38,051.74 were eligible for participating under the terms of the agreement. Based on the current federal participation rate of 80 percent the City is entitled to reimbursement in the amount of $30,441.39. Since they have previously been paid $33,595.74, the City should be billed for the $3,154.35 over-payment. If the participation rate changes between now and the finalization of this project the City's share will also change".

Preliminary engineering costs from July 1, 1982 through October 24, 1982 were $12,973.45 (80% of $16,216.81) and should be charged to Federal-Aid Project No. BROS-2003(3); prefix 320-1915. Construction engineering costs from October 25, 1982 through February 29, 1984 were $17,467.94 (80% of $21,834.93).

RLE:cl

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

81-123-1387

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	141367
DATE	3/15/85
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 4024

NEW

CODE EUGENEC

-
- CITY OF EUGENE
- ATTN: JACK GUTHRIE
- 858 PEARL ST

EUGENE OR 97401

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
320-1069	903	00	049	1P	4,922.55
320-1069	205	00	049	1P	(1,768.20)

DESCRIPTION	TOTAL PRICE
AMAZON CREEK (DANEBO ROAD) BRIDGE SECTION BROS-2003(4) CONTRACT 9574	3,154.35

TO BILL CITY FOR DISALLOWED COSTS PER AUDIT REPORT NO. 255. SEE ATTACHED COPY OF AUDIT REPORT. THIS IS FINAL BILLING ONLY FOR CONSTRUCTION ENGINEERING PERFORMED BY CITY FORCES.

Paid to the [illegible]

110.08 ACCT. FINAL

↑FOLD

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

______________ PH: ________ FOR CORRECTNESS OF CHARGES

OR PETE GONZALEZ PH: 378-5034 PREPARER OF INVOICE

9594

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.
ROBERT L. O'HALLORAN
LYNNIA K. WOODS
KAREN E. STRATTON
FRED L. KOPATICH
GEORGE J. HIBBERT

735 S. W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

May 15, 1985

William F. Cloran
Assistant Attorney General
Department of Justice
Justice Building
Salem, OR 97310

Re: Pyles v. State

Dear Bill:

Enclosed is the Stipulated Order you sent me, executed.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY/mle

cc: Steve Pyles

RECEIVED
[illegible] 13 1985

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC., Plaintiff, v. THE STATE OF OREGON, Defendant.	Case No. 148002 STIPULATION AND JUDGMENT OF DISMISSAL

Pursuant to ORCP Rule 54A(1)(b), plaintiff and defendant do hereby stipulate entry of an Order dismissing the captioned matter with prejudice.

This Stipulation is entered into and filed more than five days prior to commencement of trial and upon the express condition that each side bear its own costs, disbursements and fees incurred in connection with this litigation, and further, that defendant will bring no action against plaintiff based upon the commencement and termination of this suit.

IT IS SO STIPULATED:

14 May 85
Date

Allen & Yazbeck
Of Attorneys for Plaintiff

16 May 85
Date

William F. Cloran
William F. Cloran
Of Attorneys for Defendant

///

///

///

JUDGMENT OF DISMISSAL

Based upon the foregoing Stipulation of Dismissal,

IT IS HEREBY ORDERED AND ADJUDGED that the above entitled action be and is hereby dismissed against the defendant with prejudice. Each party shall bear its respective costs, disbursements and fees.

DATED this _____ day of _____________, 1985.

____
Circuit Court Judge

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC., Plaintiff, v. THE STATE OF OREGON, Defendant.	Case No. 148002 NOTICE OF DEPOSITION

TO: Steve Pyles General Contractors, Inc., plaintiff, and
Fred L. Kopatich, Allen & Yazbeck, its attorneys

You and each of you will please take notice that on Thursday, May 9, 1985, at 9:30 o'clock a.m. at Room 450, Justice Building, Salem, Marion County, Oregon, defendant will take the deposition of Steve Pyles General Contractors, Inc. pursuant to ORCP Rule 39C(6). Deposition shall cover all matters within the knowledge, purview and control of the chief executive officer, Steve Pyles General Contractors, Inc., concerning Oregon State Highway Division Contract and Bond for Highway Construction No. 9574 (Amazon Creek Bridge) (Danebo Road) and all matters addressed in the Second Amended Complaint filed in Marion County Circuit Court Case No. 148002.

Respectfully submitted,
DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 24th day of April, 1985, I served a true copy of the within Notice of Deposition upon the attorney of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Fred L. Kopatich
Attorney at Law
Allen & Yazbeck
735 S.W. First Avenue
Strowbridge Building
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

William F. Cloran, OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

320-1915

9271

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-2003(3)

PROGRAM APPROVED Post Final

VOUCHER PERIOD From: 12-21-81 To: 10-24-82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
16,216.81	16,216.81	80%	12,973.45	12,973.45	0.00
4,993.58	4,993.58	80%	3,994.86	3,994.86	0.00
21,210.39	21,210.39	80%	16,968.31	16,968.31	0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 4-8-85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Amazon Creek (Danebo Street) Section **City Street in Lane County**					
	Preliminary Engineering Type Code P.E.					
	State	All Required			4,993.58	
	Work by City of Eugene	All Required			16,216.81	
	Total Participating Preliminary Engineering				21,210.39	
	Prepared based on Participating Costs as shown on the Federal Billing as of 3-21-85					
	AMOUNT CARRIED FORWARD					

```
                              320    1911      296        00 N 9                                    5 06CR             5 06CR
                              320    1911      298        00 N 9                                    5 06               5 06
                              320    1911      901        00 P 1              8 19                  8 19               8 19
                              320    1911      918        CO P 1                                    5 74               5 74
                                               TOT        P1                  8 19                 13 93              13 93
                                          ** JOB TOTALS **                    8 19  **             13 93  **          13 93  **

METRO CARPOOL PGM(EUGENE)     CONT NO       FA PROJ NOS TOR 1007002 100                                                            STATE
                              320    1914      296        00 N 9                              12,628 41CR        123,274 73CR
                              320    1914      298        00 N 9                              12,628 41          123,274 73
                              320    1914      901        00 P 1                                  54 90              234 03
                              320    1914      903        02 P 1                              12,571 60          123,023 68
                              320    1914      920        00 P 1                                                      17 02
                                               TOT        P1                                  12,626 50          123,274 73
                                          ** JOB TOTALS **                       **           12,626 50  **      123,274 73  **

AMAZON CR(DANEBO ST)BRIDGE    CONT NO     * FA PROJ NOS BROS2003003 100                                                          STATE
                              320    1915      295        00 N 9                                                   1,006 92
                              320    1915      296        00 N 9              7 20CR                7 20CR         5,000 78CR
                              320    1915      298        00 N 9              7 20                  7 20           3,994 86
                              320    1915      901        00 P 1                                                     237 90
                              320    1915      905        00 P 1                                    9 00           1,401 58
                              320    1915      905        00 N 1                                    9 00CR
                              320    1915      906        00 P 1                                                   1,208 41
                              320    1915      911        00 P 1                                                     137 16
                              320    1915      918        00 P 1                                                     131 46
                              320    1915      920        00 P 1                                                      62 24
                              320    1915      921        00 P 1                                                   1,527 64
                              320    1915      922        00 P 1                                                      31 37
                              320    1915      923        OC P 1                                                      87 34
                              320    1915      932        00 P 1                                                      42 44




ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                            APRIL 1985          PAGE  964

                                                                                      FISCAL          GRAND TOTAL
     DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE         TO DATE
                              320    1915      933        00 P 1                                             126 04
                                               TOT        P1                                  9 00         4,993 58
                                               TOT        N1                                  9.00CR
                                          ** JOB TOTALS **                    **                    **     4,993.58  **

SPTC RR X'ING-32ND AV SPFLD   CONT NO     * FA PROJ NOS RRS 1255001 100                                                          STATE
                              320    1936      296        00 N 9                           194 62CR            667 20CR
                              320    1936      298        00 N 9                                                472 58
                              320    1936      299        00 N 9                           194.62              194.62
                              320    1936      901        00 N                                                  142 11
                              320    1936      905        00 P 1                                                 51 68
                              320    1936      910        00 P 1                                                429.23
                              320    1936      920        00 P 1                                                 14 64
                              320    1936      923        00 P 1
```

801
BILLING NUMBER 42

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

05/02/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
315-1925	1	RRS -A355-001 APPR-138	1,800.00	2.81	2.81	90.00	2.53	2.53		
315-1926	1	RRS -000S-033 APPR-138	1,800.00	2.81	2.81	90.00	2.53	2.53		
315-1938	1*	M -3920-001 APPR-W32	22,209.20	26,065.26	25,884.85	85.80	22,209.20	22,209.20		
315-1953	1*	M -000C-005 APPR-W32	47,777.65	55,684.91	55,684.91	85.80	47,777.65	47,777.65		
	9			55,684.90						
315-1953	PREFIX TOTALS		47,777.65	111,369.81	55,684.91		47,777.65	47,777.65		
315-1956	1*	M -3920-003 APPR-W32	38,936.55	45,636.56	45,380.60	85.80	38,936.55	38,936.55		
315-1957	1*	M -2421-001 APPR-W32	40,339.23	47,091.40	47,015.42	85.80	40,339.23	40,339.23		
315-1963	1	M -2470-001 APPR-W32	11,450.00	260.38	260.38	85.77	223.33	223.33		
315-1964	1*	RRP -000S-015 APPR-139	205.97	228.85	228.85	90.00	205.97	205.97		
315-1976	1*	RRP -3875-001 APPR-139	741.63	824.03	824.03	90.00	741.63	741.63		
315-1981	1	M -2420-001 APPR-W32	25,828.00	36,885.62	36,885.62	88.15	32,514.67	25,828.00	6,686.67 B	
315-1991	1*	PHS -000S-107 APPR-140	5,075.95	5,075.95	5,075.95	100.00	5,075.95	5,075.95		
317-1916	1*	RRO0-000S-013 APPR-686	1,788.11	2,468.59	1,986.79	90.00	1,788.11	1,788.11		
317-1919	1*	RRS -3685-001 APPR-138	245.28	272.53	272.53	90.00	245.28	245.28		
317-1927	1	M -3650-001 APPR-W32	46,624.00	57,073.39	56,713.74	88.15	49,993.16	46,624.00	3,369.16 B	
318-1996	1	RRS -2338-001 APPR-138	1,800.00	2.81	2.81	90.00	2.53	2.53		
320-1901	1	RRP -000S-041 APPR-139	1,800.00	1,548.02	1,548.02	90.00	1,393.22	1,393.22		
320-1902	1*	PHS -000S-106 APPR-140	2,707.06	2,707.06	2,707.06	100.00	2,707.06	2,707.06		
320-1903	1	RRP -000S-043 APPR-139	1,800.00	613.42	613.42	90.00	552.08	552.08		
320-1906	1	RRS -000S-022 APPR-138	1,800.00	277.52	277.52	90.00	249.77	249.77		
320-1907	1	MG -0000-058 APPR-W33	156,000.00	52,400.21	52,400.21	100.00	52,400.21	52,400.21		
320-1909	1	M -1145-003 APPR-W32	2,636.00	134.74	134.74	88.15	118.77	118.77		
320-1911	1	M -1050-001 APPR-W32	4,815.00	5.74	5.74	88.15	5.06	5.06		
320-1914	1	TOR -1007-002 APPR-780	140,000.00	123,274.73	123,274.73	100.00	123,274.73	123,274.73		
320-1915	1*	BROS-2003-003 APPR-117	3,994.86	4,993.58	4,993.58	80.00	3,994.86	3,994.86		

March 26, 1985

Mr. M. Jean Elfstrom
Docketing Clerk
Marion County Circuit Court, Room 208
Marion County Courthouse
Salem, Oregon 97310

Re: Pyles General Contractors, Inc. v. State of Oregon
Case No. 148,002

Dear Ms. Elfstrom:

This will confirm our telephone conversation of Monday, March 25, 1985 concerning the captioned matter set for trial April 8, 1985.

Based upon prior conversations with attorneys for the plaintiff, defendant anticipated taking the deposition of Mr. Steve Pyles at the offices of Allen & Yazbeck on March 26, 1985. Upon telephoning plaintiff's counsel, Mr. Fred Kopatich, on the morning of March 25 to confirm the deposition date, time and place, I was informed that Mr. Pyles was in California and unavailable for deposition, and that he would not become available for deposition prior to the trial date due to business commitments.

I informed Mr. Kopatich that the State considered deposition of the plaintiff's chief executive officer to be essential to pretrial preperation of the case. Mr. Kopatich informed me that he would not oppose a request for set-over to enable the parties to complete Mr. Pyles' deposition. Attached is a Motion and Affidavit requesting that the matter be set over.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

Enclosure

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC., Plaintiff, v. THE STATE OF OREGON, Defendant.	Case No. 148002 MOTION

Comes now defendant State of Oregon and moves the court to reschedule trial of the captioned matter from April 8, 1985 to May 22, 1985, or such other reasonable time as the court shall select.

Grounds for the Motion is defendant's inability to depose plaintiff's chief executive officer and principal witness prior to trial due to that witness being unavailable (out of state).

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

Case No. 148002

AFFIDAVIT

STATE OF OREGON)
) ss
County of Marion)

Affiant being duly sworn deposes and says:

I, William F. Cloran, am an Assistant Attorney General for the State of Oregon. I am assigned to represent the interests of the State in the captioned matter.

In late February 1985, I contacted counsel for plaintiff, Fred Kopatich of the firm of Allen & Yazbeck, to complete documentary discovery and to arrange for the deposition of Mr. Steve Pyles, plaintiff's chief executive officer. During that conversation, a deposition of Mr. Pyles was tentatively scheduled on March 26 at the offices of Allen & Yazbeck.

I again attempted to contact Mr. Kopatich regarding Mr. Pyles' deposition on Wednesday, March 20, to confirm starting time and schedule a court reporter. I was informed that Mr. Kopatich was unavailable but that he would return my call.

Not having heard from Mr. Kopatich by Monday, March 25, and needing a starting time for the deposition to schedule a court reporter, I made several attempts to contact Mr. Kopatich.

Upon finally making contact, I was informed that Mr. Pyles' business commitments prohibited him from traveling from California to Oregon on March 26 and that he would, therefore, be unavailable for deposition. Mr. Kopatich further informed me that based upon all prior conversations, he would not oppose a reasonable continuance to enable deposition of Mr. Pyles to be accomplished.

The affiant says no more.

/s/ WILLIAM F. CLORAN
William F. Cloran

Subscribed and sworn to before me this 26th day of March, 1985.

/s/ Jean E. Panther
Notary Public for Oregon
My Commission Expires: 02/20/89

CERTIFICATE OF SERVICE

I hereby certify that on the 26th day of March, 1985, I served a true copy of the within Motion and supporting Affidavit upon the attorney of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Fred L. Kopatich
Attorney at Law
Allen & Yazbeck
735 S.W. First Avenue
Strowbridge Building
Portland, Oregon 97204

William F. Cloran, OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

PUBLIC WORKS DEPARTMENT • 858 PEARL • EUGENE, OREGON 97401

City of EUGENE

March 15, 1985

William F. Cloran
Asst. Attorney General
Department of Justice, Trial Division
Justice Building
Salem OR 97310

OREGON STATE HIGHWAY DIVISION DANEBO BRIDGE PROJECT

As of February 25, 1985 to March 22, 1985 I have been selected to be on the Lane County Grand Jury. The Grand Jury has been meeting on Monday, Wednesday and Thursday the past two weeks. This could very well vary from time to time.

On March 25th through April 9th, I have scheduled my vacation. Sandwiched in the middle of this vacation, April 1,2,3, I have a pre-registered convention scheduled in Phoenix, Arizona. I could possibly be back by the 8th of April, but we had planned to go to Los Angeles and start north, visiting friends along the way home.

The only place that I am confident that I could be reached will be at the Best Western Motel in Phoenix, phone number 602/277-6671, between March 30th and April 3rd. Otherwise, I could call my office, 687-5230, or Mr. Jack Guthrie, 687-5264, on the 3rd of April to confirm the trial status.

Ivan Koehn

Ivan Koehn

JG/IK1393GDC

9574

LEONARD STATON

STATON CONSTRUCTION, INC.
DEMOLITION & EXCAVATING
~~2305 CHAMBERS~~ ~~EUGENE, OREGON 97405~~
~~503-343-7940~~
NEW ADDRESS AND PHONE 29394-B AIRPORT RD. EUGENE, OR 97402
(503) 461-0543

February 27, 1985

REC
FEB
OF PUB
OF EU

City of Eugene
Dept. of Public Works
858 Pearl Street, 2nd Floor
Eugene, OR 97401

ATTN: Paul Anderson

RE: Scheduling Difficulties, Danebo Bridge.

Gentleman:

From the moment we stepped on the job until we left, there was no coordination effort from the general contractor. The sub-contractors did their own scheduling amongst themselves.

We were able to get our work done fairly well except for the channel excavation. The project was bid to do the channel excavation after the structural excavation, special backfill and abuttment wall were poured- just prior to the setting of the concrete beams.

The general contractor came in and poured the concrete beams without notifying me or giving me a chance to do the channel excavation. I found out about it by driving by the job and seeing the beams in place.

This meant that we were forced to complete the bid item in an entirely different method and with equipment we didn't own and had to rent. This, of course, increased our costs considerably.

Let me know if I can be of further assistance.

Sincerely,

Chuck Swinehart

Chuck Swinehart

CS/co

February 7, 1985

Honorable Rodney W. Miller
Marion County Circuit Court
Marion County Courthouse
Salem, Oregon 97301

Re: Steve Pyles General Contractors, Inc. v. State of Oregon
Case No. 148002

Dear Judge Miller:

On Friday, February 1, 1985, plaintiff Steve Pyles General Contractors, Inc. responded to the Request for Production of Documents previous filed in this matter by the State of Oregon. It is, therefore, unnecessary for the court to act upon the State's Motion to Compel filed January 23, 1985. That Motion is hereby withdrawn.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

cc: Fred Kopatich

BREACH OF CONTRACT

FOR MARIHON COUNTY

_____ Department

Case No. 1498

STATE OF OREGON, HIGHWAY DIVISION, ex rel
RICK OLSEN CONSTRUCTION CO., INC.,
Plaintiff

vs.

STEVEN A. PYLES: STEVE PYLES GENERAL CONTRACTOR, INC.,
and RELIANCE INSURANCE COMPANY,
Defendants

Attorneys

Ted Walker-Smeede Hotel Bldg. For Plaintiff
767 Willamette St. Suite 208 Eugene
97401

Fred J. Kopatich For Defendant
735 S.W. 1st Ave.
Ptld, Or 97204

Month	Day	Year	Fees Paid	Amount	
Jun	28	1984	Complaint	90	50
Aug	30	1984	Answer	39	00

Month	Day	Year	Papers Filed
Jun	28	1984	Complaint
Jul	3	1984	Summons Proof of Serv
Aug	30	1984	Answer & Counterclaim
Oct	15	1984	pltfs Reply
Oct	30	1984	affidavit
Oct	30	1984	Memorandum
Nov	16	1984	Request for Production [illegible]
Nov	16	1984	[illegible]
Nov	16	1984	answer & [illegible]
Nov	27	1984	Reply
Nov	27	1984	[illegible] Deposition
Nov	27	1984	Request for Production
Dec	6	1984	Request for jury trial
Dec	10	1984	Motion & affidavit
"	17	"	[illegible]
		"	[illegible]
Dec	27	1984	Request for production
Jan	15	1985	Notice of deposition
Jan	15	1985	Notice of deposition
Jan	15	1985	affidavit of [illegible] or
Jan	15	1985	Motion (oral argument)
Jan	18	1985	Am. notice of deposition
Jan	18	1985	Response to pltfs motion
[illegible]			[illegible]
Jan	30	1985	[illegible]
Jan	30	1985	[illegible]
Jan	30	1985	[illegible]
Jan	30	1985	[illegible]
Jan	30	1985	[illegible]

Month	Day	Year	MEMORANDA
Dec	11	1984	Order denying pltfs motion — RBMK
Dec	19	84	Order allowing & denying motions
Jan	25	1985	On trial, motions argued & allowed, jurors drawn sworn, case settled, settlement placed on record, jury released — rdb

OF CONTRACT

FOR MARION COUNTY

_______________Department

Case No. 149882

STATE OF OREGON, HIGHWAY DIVISION, ex rel
RICK OLSEN CONSTRUCTION CO., INC.,
Plaintiff

vs.

STEVEN A. PYLES: STEVE PYLES GENERAL CONTRACTOR, INC.,
and RELIANCE INSURANCE COMPANY,
Defendants

Attorneys

lker-Smeede Hotel Bldg. For Plaintiff
llamette St. Suite 208 Eugene
97401

L. Kopalich For Defendant
S.W. 1st Ave.
Or 97204

Year	Fees Paid	Amount	
1984	Complaint	90	50
1984	Answer	39	00

Year	Papers Filed
1984	Complaint
1984	Summons Proof of Serv
1984	[illegible] & Counterclaim
1984	pltfs Reply
1984	affidavit
1984	Memorandum
1984	Request for [illegible]
1984	[illegible]
1984	Answer & [illegible]
1984	Reply
1984	[illegible]
1984	Request for Production
1984	Request for jury trial
1984	Motion & affidavit
	[illegible]
	[illegible]
1984	Request for production
1985	Notice of deposition
1985	Notice of deposition
1985	affidavit of [illegible]
1985	Motion (oral argument)
1985	Am. notice of deposition
1985	Response to defendants motion
	[illegible]
1985	[illegible]
1985	[illegible]
1985	[illegible]
1985	[illegible]
1985	[illegible]

Month	Day	Year	Memoranda	Jn'l	Page
Dec	11	1984	Order denying pltfs motion — RBMc		
Dec	19	84	Order allowing & denying motions — RBMc		
Jan	25	1985	On trial, motions argued & allowed, jurors		
			drawn & sworn, case settled, settlement		
			placed on record, jury released — rdb		

9571

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC., Plaintiff, v. THE STATE OF OREGON, Defendant.	Case No. 148002 MOTION TO COMPEL DISCOVERY

Comes now defendant State of Oregon and moves pursuant to ORCP Rule 46(A) for an order compelling plaintiff to make discovery as required by ORCP Rule 43, and defendant's Request for Production of Documents filed on November 16, 1984, copy of which is attached hereto as Exhibit A.

As explained in the attached Affidavit, despite the repeated assurances of counsel, no documents have been produced to date. This matter is set for trial April 8, 1985.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

Case No. 148002

MEMORANDUM OF
POINTS AND AUTHORITIES

ORCP Rule 43 provides that any party may serve upon any other party a request to produce, and to permit to copy designated items or documents at any time after the commencement of an action. On November 16, 1984, defendant filed with the court a Request for Production of Documents addressed to the plaintiff and requiring that documents be produced not later than December 18, 1984. No objections to the request were filed prior to the date set for production. ORCP Rule 43(B) provides that any party upon whom a request is served shall comply with the request unless the request is objected to with a statement of the reasons for each objection before the time specified in the request for inspection or the performance of later acts. ORCP Rule 43(B) provides further that in case of noncompliance the party submitting the request may move for an order pursuant to ORCP Rule 46(A).

A trial date in this matter has been set for April 8, 1985. Defendant has repeatedly urged plaintiff to produce the documents to no avail. Defendant's ability to appear and defend this action will be seriously jeopardized unless the court compels production.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

Case No. 148002

AFFIDAVIT IN SUPPORT OF MOTION TO COMPEL PRODUCTION OF DOCUMENTS

STATE OF OREGON)
) ss
County of Marion)

I, William F. Cloran, being duly sworn do depose and say:

I am an Assistant Attorney General representing the State of Oregon in the captioned matter. On November 16, 1984, pursuant to ORCP Rule 43, I filed and caused to be served upon Mr. Fred Kopatich of the firm of Allen & Yazbeck, attorney for plaintiff in the captioned matter, a Request for Production of Documents.

That request required production of documents and inspection to be made on or before December 18, 1984.

On or about December 16, 1984, I received a phone call from Mr. Fred L. Kopatich, attorney for plaintiff. Mr. Kopatich requested an extension of time until December 24, 1984 to produce the documents. Since that was the day before the Christmas holiday, I agreed instead to provide Mr. Kopatich an extension until December 28, 1984 to produce the documents.

No documents were produced by December 28, 1984, nor by January 11, 1985. On January 9, 1985, I phoned Mr. Kopatich to inquire concerning the status of the matter. That discussion was

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

memorialized in a letter dated January 11, 1985, copy of which is attached to this Affidavit. In spite of these repeated requests, no compliance has been forthcoming.

Trial of this matter has been set by the Marion County Circuit Court for April 8, 1985. Further delay will seriously jeopardize defendant's ability to be ready for trial on that date.

The affiant says no more.

/s/ WILLIAM F. CLORAN
William F. Cloran

Subscribed and sworn to before me this 23rd day of January, 1985.

/S/ Frances A. Lushenko
Notary Public for Oregon
My Commission Expires: 11-30-87

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC., Plaintiff, v. THE STATE OF OREGON, Defendant.	Case No. 148002 REQUEST FOR PRODUCTION OF DOCUMENTS

TO: PLAINTIFF, STEVE PYLES GENERAL CONTRACTORS, INC.

Pursuant to ORCP Rule 43, defendant State of Oregon requests that you produce the documents identified below for inspection and copying at the offices of the Department of Justice Trial Division, Room 450, Justice Building, Salem, Oregon 97310, not later than 10:00 a.m. on December 18, 1984, or at such other time and place as attorneys for the parties shall agree.

As used in this request, the terms "plaintiff" or "Steve Pyles" shall be taken to mean Steve Pyles General Contractor, Inc., its agents, directors, officers, employes, subcontractors and attorneys.

The term "document" shall be taken to mean any means for the preservation, storage, or transfer of information including but not limited to materials that are written, printed, typed, recorded, photographed, or stored electronically, chemically, mechanically, or by any means whatsoever.

In the event that a claim of privilege is made with regard to a document or a class of documents, plaintiff is requested to

A.1

identify such documents by type, date, sender and receiver, and a general description of contents and grounds upon which such contents are considered by plaintiff to be privileged. Plaintiff is requested to produce the following:

(1) All documents upon which plaintiff bases is allegation that weather was "adverse" during the contract period as alleged in paragraph III of its amended complaint.

(2) All documents upon which plaintiff bases its claim of staking errors as alleged in paragraph III of its amended complaint.

(3) All documents upon which plaintiff bases its allegation of late delivery of materials contained in paragraph III of its amended complaint.

(4) All documents upon which plaintiff bases its allegation that a time extension was wrongfully denied at paragraph V of its amended complaint.

(5) All documents upon which plaintiff bases its allegation that the Department of Transportation withheld retainage because plaintiff disputed denial of its request for a time extension at paragraph VIII of its amended complaint.

(6) Copies of plaintiff's subcontract with Bristol Bay Contractors, together with any and all correspondence between the plaintiff and Bristol Bay Contractors concerning delay, weather, staking errors, late delivery of material, and compliance with the contract labor provisions.

///

A.2

(7) A copy of Steve Pyles General Contractors, Inc. purchase order number 03212 issued to Portland Bolt and Manufacturing Company and all correspondence between plaintiff and any person, organization or entity concerning 7/8 X 5 A194 2H rod coupling nuts.

(8) A copy of a letter and all drafts thereof dated June 10, 1983 from Steve Pyles General Contractors, Inc. to Delta Construction Company, Attention Bill Beck, concerning Staton Construction's failure to follow survey staking as marked.

(9) A copy of all subcontracts between Steve Pyles General Contractors, Inc., Delta Construction Company, and Staton Construction, and any and all documents concerning work under contract 9547 passing between or among Steve Pyles General Contractor, Inc., Delta Construction Company, and Staton Construction.

(10) All copies of bids, estimates, time schedules, construction schedules, job logs diaries, or daily reports authored, possessed or maintained by plaintiff in connection with contract number 9547.

(11) Copies of all subcontracts and material purchase orders concerning contract number 9547.

(12) Copies of any and all correspondence between the plaintiff and its subcontractors, suppliers, or material men concerning work performed, to be performed, or to be corrected,

///

///

or documents, materials, warranties, or other data to be submitted on contract 9547 dated after November 23, 1983.

(13) Any and all documents that relate to or form the basis of any denial or partial denial of defendant's Request for Admissions filed in this matter.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for State of
Oregon
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

A.4

CERTIFICATE OF SERVICE

I hereby certify that on the 15th day of November, 1984, I served a true copy of the within Request for Production of Documents upon the attorneys of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Fred L. Kopatich
Attorney at Law
Allen & Yazbeck
735 S.W. First Avenue
Strowbridge Building
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

William F. Cloran, OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

11/15/84/jep/#9

[illegible] A.5

January 11, 1985

Fred L. Kopatich
Attorney at Law
Allen & Yazbeck
Attorneys at Law
735 S. W. First Avenue
Strowbridge Building
Portland, Oregon 97204

Re: Steve Pyles General Contractors, Inc. v. State
Marion County Circuit Court No. 148,002

Dear Fred:

This will memorialize our conversation of January 9, 1985. As you will recall, on November 16, 1984, the State of Oregon served Requests for Admissions and Request for Production of Documents upon you in this matter. Shortly before December 16, I received a phone call from you requesting an extension of time in which to respond because of peculiar circumstances related to your client's business interests out of state. The request was reasonable and I agreed to postpone response until December 28th. A trial date in this matter has now been set for April 8, 1985, which makes it imperative that discovery be completed promptly.

December 28, 1984, has long since come and gone. I fully understand that the lack of response to our Request for Production of documents is not due to any failure or neglect on the part of Yazbeck and Allen since your response to our Request for Admissions was received within the time we agreed upon. I must, nontheless, insist that you comply with our Request for Production of Documents promptly to forestall the necessity of application to the court for relief.

Please also advise when Mr. Pyles will be available for deposition and indicate the address at which a subpoena may be served upon him.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:md

CERTIFICATE OF SERVICE

I hereby certify that on the 23rd day of January, 1985, I served a true copy of the within Motion to Compel Discovery, supporting Memorandum of Points and Authorities, and supporting Affidavit upon the attorney of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Fred L. Kopatich
Attorney at Law
Allen & Yazbeck
735 S.W. First Avenue
Strowbridge Building
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

William F. Cloran, OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

FORM No. 255—CIVIL SUBPOENA—Issued by C[illegible] Judge, Justice, Attorney. [illegible] LAW PUBLISHING CO., PORTLAND, OREGON 97204
1/1980

1-22-85

In the Circuit Court of the State of Oregon

For the County of Marion

State of Oregon, Highway Division, ex rel Rick Olsen Const., Co., Inc.
Plaintiff

vs.

Steve A. Pyles, Steve Pyles General Contracting, Inc. and Reliance Insurance Co.
Defendant

T.
By
No. 149882

DEPOSITION
~~CIVIL~~ SUBPOENA
DUCES TECUM*

TO: Don Jenks, Inspector, State Highway Division, 1919 NW Thurman Portland, Oregon

You hereby are required to appear at the Oofices of Allen & Yazbeck, 735 SW First Avenue, Second Flr. *in the city of* Portland, *Oregon on the* 22nd *day of* January, *19*85, *at* 2:00 *o'clock* P.*M., to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Defendants *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you** Inspecotr's Daily Diaries, Inspector's Daily Reports, Pay Estimates and Change Orders on the Lakewood Bay Bridge Project

Dated January 18, *19*85

† *Issued By:*

Fred L. Kopatich OSB #83265

* *If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document, i.e. CIVIL SUBPOENA DUCES TECUM.*

† *A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)*

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

IF AN OFFICER STATE TITLE

Witness fee	$ 5.00
Mileage	
Total	$ 5.00

STATE OF OREGON, County of Multnomah *ss:*

I hereby certify that I served the within subpoena on the 22nd *day of* January, *19*85, *on the within named* Don Jenks, Inspector *by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.*

Fred L. Kopatich OSB #83265
Allen & Yazbeck
200 Strowbridge Bldg.
735 SW First Avenue
Portland, Oregon 97204 (503)224-2147
NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

J. Jones
J. Jones
P.O. Box 6588
Portland, Oregon 97228

CIVIL SUBPOENA

FORM No. 255—CIVIL SUBPOENA—Issued by C[illegible]udge, Justice, Attorney. ST[illegible]NESS LAW PUBLISHING CO., PORTLAND, OREGON 97204

In the Circuit Court of the State of Oregon

For the County of Marion

Rick Olsen ConstructionCo., Inc.
Plaintiff

vs.

Steve A. Pyles; Steve Pyles General contractor and Reliance Insurance Co.
Defendant

No. 149882

CIVIL SUBPOENA
DUCES TECUM*

TO: Jerry Streets, State Highway Division, 1919 NW Thurman, Portland, OR

You hereby are required to appear in the above entitled court at Room No. .... *of the county court house of* Marion *County in the city of* Salem, *Oregon on the* 25th *day of* January, 19 85, *at* 9:30 *o'clock* A. *M., to testify as a witness in the above entitled cause on behalf of the following named party(ies):* defendants *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you** Any documents; Any correspondence personally signed by you; All change orders, pay estimates and price agreements; and records of telephone conversations relating to the Lakewood Bay Bridge.

Dated January 22, 19 85

†*Issued By:*

Joseph A. Yazbeck, Jr.

---

* *If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document, i.e. CIVIL SUBPOENA DUCES TECUM.*

† *A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)*

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

IF AN OFFICER, STATE TITLE

Witness fee	$ 5.00
Mileage	7.52
Total	$ 12.52

STATE OF OREGON, County of Multnomah *ss:*

I hereby certify that I served the within subpoena on the 25th *day of* January, 19 85, *on the within named* Jerry Streets-State Highway Division *by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.*

J. Jones
J. Jones
P.O. Box 6588
Portland, Oregon 97228

ALLEN & YAZBECK
735 S.W. FIRST AVENUE
2nd FLOOR
PORTLAND, OREGON 97204

NAME, ADDRESS AND TELEPHONE OF ATTORNEY
FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

N.

In the Circuit Court of the State of Oregon

For the County of marion

State of Oregon, Highway Division, ex rel Rick Olsen Const. Co., Inc.
Plaintiff

vs.

Steve A. Pyles, Steve Pyles General Contracting, Inc. and Reliance Insurance Co.,
Defendants

No. 149882

CIVIL SUBPOENA
DUCES TECUM*

TO: Paul Anderson, Construction Inspector, City of Eugene Public Works Dept., 858 Pearl Street, Eugene, OR 97401

You hereby are required to appear in the above entitled court at Room No. .... *of the county court house of* Marion *County in the city of* Salem*, Oregon on the* 25th *day of* January*, 19* 85*, at* 9:30 *o'clock* A *M., to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Defendants *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you** Inspector's daily diaries; Inspector's daily reports; Pay Estimates; and Change Orders on the Amazon Creek (Danebo Road) Bridge Project.

Dated January 18*, 19* 85

† Issued By:

Fred L. Kopatich OSB #83265

---

* *If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document, i.e. CIVIL SUBPOENA DUCES TECUM.*

† *A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court, or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)*

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

IF AN OFFICER STATE TITLE

Witness fee		$ 5.00
Mileage	128 mi @ 8¢	10.24
Total		$ 15.24

STATE OF OREGON, County of Marion *ss:*

I hereby certify that I served the within subpoena on the 21st *day of* January*, 19*85*, on the within named* Paul Anderson-Construction Inspector *by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.*

Fred L. Kopatich OSB #83265
Allen & Yazbeck
200 Strowbridge Bldg.
735 SW First Avenue
Portland, Oregon 97204 (503)224-2147

NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

J. Brooks
P.O. Box 6588
Portland, OR 97228

CIVIL SUBPOENA

FORM No. 255—CIVIL SUBPOENA—Issued by C[illegible] Justice Attorney [illegible] PORTLAND, OREGON 97204

In the Circuit Court of the State of Oregon

For the County of Marion

State of Oregon, Highway Division, ex rel Rick Olsen Const. Co., Inc.
Plaintiff

vs.

Steve A. Pyles, Steve Pyles General Contracting, Inc. and Reliance Insurance Co.
Defendant

No. 149882

DEPOSITION
~~CIVIL~~ **SUBPOENA**
DUCES TECUM*

TO: Paul Anderson, Construction Inspector, City of Eugene Public Works Dept., 858 Pearl Street, Eugene, Oregon 97401

You hereby are required to appear ~~in the above entitled court at Room No.~~ at the offices of Allen & Yazbeck, 735 SW First ~~of the County Court house~~ Avenue, Second Flr. ~~County~~ *in the city of* Portland*, Oregon on the* 22nd *day of* January*, 19*85*, at* 2:00 *o'clock* P*.M., to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Defendants *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you** Inspectors Daily Diaries; Inspector's Daily Reports; Pay Estimates; and Change Orders on the Amazon Creek (Danebo Road) Bridge Project

† Issued By:

Dated January 18, *19*85

Fred L. Kopatich OSB #83265

---

* *If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document, i.e. CIVIL SUBPOENA DUCES TECUM.*

† *A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)*

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

IF AN OFFICER STATE TITLE

Witness fee	$	5.00
Mileage 220 mi @ 8¢		17.60
Total	$	22.60

STATE OF OREGON, County of Multnomah ss.

I hereby certify that I served the within subpoena on the 21st *day of* January *19*85*, on the within named* Paul Anderson-Construction Inspector *by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.*

J. Brooks
P.O. Box 6588
Portland, OR 97228

Fred L. Kopatich OSB #83265
Allen & Yazbeck
200 Strowbridge Bldg.
735 SW First Avenue
Portland, Oregon 97204 (503)224-2147

NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

In the Circuit Court of the State of Oregon

For the County of Marion

TRIAL BY

State of Oregon, Highway Division, ex rel Rick Olsen Const., Co., Inc.
Plaintiff

vs.

Steve A. Pyles, Steve Pyles General Contracting, Inc. and Reliance Insurance Co.
Defendant

No. 149882

CIVIL SUBPOENA
DUCES TECUM*

TO: Don Jenks, Inspector, State Highway Division, 1919 NW Thurman, Portland, OR

You hereby are required to appear in the above entitled court at Room No. ______ *of the county court house of* Marion *County in the city of* Salem*, Oregon on the* 25th *day of* January*, 19*85*, at* 9:30 *o'clock* A.*M., to testify as a witness in the above entitled cause on behalf of the following named party(ies):* Defendants *and to remain until the testimony is closed unless you are sooner discharged. At the end of each day's attendance you may demand of said party(ies) or their attorney the payment of legal witness fees for the next following day and if not then paid, you are not obligated to remain longer in attendance.*

*You are commanded to bring with you** Inspector's Daily Diaries; Inspector's Daily Reports; Pay Estimates; and Change Orders on the Lakewood Bay Bridge PRoject.

Dated January 18*, 19*85

† *Issued By:*
Fred L. Kopatich OSB #83265

** If applicable, list books, papers, documents or tangible things; if any items are listed, the words DUCES TECUM should be added to the title of the document, i.e. CIVIL SUBPOENA DUCES TECUM.*

† A subpoena may be issued in blank by the clerk of the court in which the action is pending, or if there is no clerk, then by a judge or justice of such court; or it may be issued by an attorney of record of the party to the action in whose behalf the witness is required to appear. See ORCP Rule 55 C. (1)

I hereby certify that the foregoing is a complete and exact copy of the original subpoena in the above entitled cause as the same appears in my hands for service.

______
IF AN OFFICER, STATE TITLE

Witness fee		$ 5.00
Mileage	94 mi. @8¢	7.52
Total		$ 12.52

STATE OF OREGON, County of Multnomah *ss:*

I hereby certify that I served the within subpoena on the 22nd *day of* January*, 19*85*, on the within named* Don Jenks, Inspector *by delivering to him/her a copy thereof personally and giving or offering to him/her at the same time the fees and mileage (see opposite) to which he/she is entitled for travel to and from the place designated in said subpoena and one day's attendance; that I am a competent person over the age of 18 years.*

J. Jones
J. Jones
P.O. Box 6588
Portland, Oregon 97228

Fred L. Kopatich OSB #83265
Allen & Yazbeck
200 Strowbridge Building
735 SW First Avenue
Portland, Oregon 97204 (503)224-2147
NAME, ADDRESS AND TELEPHONE OF ATTORNEY FOR PARTY IN WHOSE BEHALF THE WITNESS IS REQUIRED TO APPEAR

CIVIL SUBPOENA

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

Case No. 148002

AFFIDAVIT OF
JEFF UUSITALO

STATE OF OREGON)
) ss.
County of Multnomah)

The affiant, being duly sworn, deposes and says:

1. I, Jeff Uusitalo, am an employe of Portland Bolt & Manufacturing Company located at 1210 N.W. Johnson, Portland, Oregon 97209. My responsibilities with the company include the servicing of customer accounts for products handled or manufactured by the company.

2. On May 31, 1983, I received Steve Pyles General Contractors, Inc. purchase order number 03212 ordering 56 7/8 X 5 A194 2H rod coupling nuts.

3. These nuts were a non-standard item which had to be specially manufactured and heat-treated. The nuts were manufactured by one of our suppliers in Wisconsin.

4. Rod coupling nuts used in connection with highway and bridge construction projects are not a stock item. One may normally anticipate a delay of two to three weeks between the date that such nuts are ordered and the date that they are

///

shipped. Delays of thirty days for such specialty items are not unusual.

Attached as Exhibit A is a copy of a June 14, 1983 letter.

The affiant says no more.

Jeff Uusitalo

Subscribed and sworn to before me this 16th day of January, 1985.

Notary Public for Oregon
My Commission Expires: 7/31/86

PORTLAND BOLT & MANUFACTURING ©
1210 NW Johnson / P.O. Box 2866 / Portland Ore. 97208
(503) 227-5488 / Outside Oregon 800-547-6758 / Inside Oregon 800-452-0124
~~BLACK~~/GALVANIZED BOLTS - ANCHORS - WASHERS - THREADED RODS - STUDS
U BOLTS - EYE BOLTS
Established in 1912

SALES ORDER

[illegible]	SALES ORDER NUMBER
	29057

CERTS
☐ MILL TEST REQUIRED
☐ LETTER REQUIRED ONLY
☐

49341

SOLD TO: Steve Pyles, Gen Contr
5443 Commercial, SE
Salem, Or 97302

SHIP TO:

6-27
[redacted]
Ml Mc [illegible]
Ck# 14[illegible]
[illegible] # [illegible]
Coupling [illegible]

6-15-83

RECEIVED BY X

CUSTOMER ORDER NUMBER	ORDERED BY	DATE ORDERED	DATE PROMISED	PER	SALES MAN	TERMS	PAGE
03212	Delmer	5-31-83	ASAP		4		

SHIPPED VIA: Notify for pickup 1-399-1596
☐ PREPAY + ADD
☐ PREPAID
☐ COLLECT

CONTROL	QUANTITY ORDERED	B.O	PRODUCT CODE	BG	DESCRIPTION			FOR OFFICE USE ONLY		WT	QUANTITY SHIPPED
	56		12379		7/8 x 5 A194 Rod Coupler 7954						56

B/o from 28594

POSTED

B/O FROM INVOICE NO.	DATE SHIPPED	[illegible]	[illegible]	[illegible]	[illegible]	TOTAL QUANTITY SHIPPED
28594						56

ORIGINAL

LAND BOLT & MANUFACTURING ©
V Johnson / P.O. Box 2866 / Portland Ore. 97208
-5488 / Outside Oregon 800-547-6758 / Inside Oregon 800-452-0124
LVANIZED BOLTS - ANCHORS - WASHERS - THREADED RODS - STUDS
U BOLTS - EYE BOLTS
Established in 1912

49341

SALES ORDER

29057

CERTS
☐ MILL TEST REQUIRED
☐ LETTER REQUIRED ONLY
☐

29057

les Gen Contr
Commercial, SE
em, Or 97302

SHIP TO:

~~[illegible]~~
~~[illegible]~~
[illegible] # [illegible]
Coupling [illegible]

6-27
M Mennington
1430
[illegible]

6-15-83

RECEIVED BY X

ORDERED BY	DATE ORDERED	DATE PROMISED	PER	SALES MAN	TERMS	PAGE
Delmer	5-31-83	ASAP		4		

1-399-1596
☐ PREPAY + ADD
☐ PREPAID
☐ COLLECT

HOLDING AREA

PRODUCT CODE	BC	DESCRIPTION	STK	WT	QUANTITY	UNIT PRICE	UNIT MEAS	TOTAL
~~12379~~		7/8 x 5 A194 Rod Coupler 7954			56 2	11 90	E	

7-8 4H

FOR OFFICE USE ONLY

POSTED
JUL 83

P/S TO INVOICING	TOTAL WEIGHT	QUANTITY	TOTAL UNIT PRICE
		56	1190

ORIGINAL

PORTLAND BOLT & MANUFACTURING ©
1210 NW Johnson / P.O. Box 2866 / Portland, Ore. 97208
(503) 227-5488 / Outside Oregon 800-547-6758 / Inside Oregon 800-452-0124
BLACK/GALVANIZED BOLTS - ANCHORS - WASHERS - THREADED RODS - STUDS
U BOLTS - EYE BOLTS
Established in 1912

6-6
Sage

SALES ORDER

SHOP REF. NUMBER	ORDER NUMBER
	28594

CERTS ☒ ~~MILL TEST REQUIRED~~ ☐ LETTER REQUIRED ONLY ☐

ydl

SOLD TO: Steve Pyles, Gen'l Contr.
5443 Commercial SE 49341
~~[illegible]~~
P.O. Box 3041
Salem, OR. 97302

SHIP TO:

1. B/O Steve Pyle.. 1-399-1596

RECEIVED BY X

CUSTOMER ORDER NUMBER	ORDERED BY	DATE ORDERED	DATE PROMISED	PER	SALES MAN	TERMS	PAGE
03212	Delmer	5-31-83	6-14-83		4		

SHIPPED VIA						SKID
Notify 1-399-1596 W/C ☐ PREPAY + ADD ☐ PREPAID ☐ COLLECT	#1	7	Floor	2		

CON-TROL	QUANTITY ORDERED	B/O	PRODUCT CODE	BG	DESCRIPTION						QUANTITY SHIPPED
201	56		13989		7/8 x 18 x 3 A-325 AB 5" thd					201#	57
	56	56	12379		7/8 x 5 A194 Rod coupler	7954					

FOR OFFICE USE ONLY

POSTED
JUN 20 1983

	DATE SHIPPED		INVOICE NO.	SALES TAX	TOTAL WEIGHT	TOTAL QUANTITY SHIPPED
	JUN 14 1983		29057		201	57

ORIGINAL

LAND BOLT & MANUFACTURING ©
V Johnson / P.O. Box 2866 / Portland Ore. 97208
5488 / Outside Oregon 800-547-6758 / Inside Oregon 800-452-0124
LVANIZED BOLTS - ANCHORS - WASHERS - THREADED RODS - STUDS
U BOLTS - EYE BOLTS
Established in 1912

SALES ORDER

Soyo

	28594
CERTS	☒ ~~MILL TEST REQUIRED~~ ☐ LETTER REQUIRED ONLY ☐

28594

Please Chng Cust ACCT #

yll

29

Pyles, Gen'l Contr
Commercial SE (49341)
041
OR 97302
Steve Pyle 1-399-1596

SHIP TO:

RECEIVED BY X

ORDERED BY	DATE ORDERED	DATE PROMISED	PER		TERMS	PAGE
Delmer	5-31-83	6-14-83		4		

9-1596 (WC)	☐ PREPAY + ADD ☐ PREPAID ☐ COLLECT		Pla	2					

PRODUCT CODE		DESCRIPTION			FOR OFFICE USE ONLY		WT	QUANTITY SHIPPED	
13989		7/8 x 18 x 3 A-325 AB 5" thd					201#	57	2
12379		7/8 x 5 A194 Rod coupler	7954					0	2

POSTED
JUN 20 1983

PAGE			

UNIT PRICE	UNIT	TOTAL
464.78	C	
~~11.90~~	E	

JUN 20 1983

		B/O TO INVOICE NO.			QUANTITY
JUN 14 1983		29057		201	57

TOTAL PRICE
46478

ORIGINAL

PORTLAND BOLT & MANUFACTURING
P.O. Box 2866 / Portland, Ore 97208
1210 NW Johnson 227-5488

PURCHASE ORDER

PURCHASE ORDER NO.
7954

SHOW THIS NUMBER ON ALL PACKAGES, INVOICES AND REFERENCES TO THIS ORDER.

JOB NO.	FOR	DATE REQUIRED	TERMS	DATE
28594	Steve Pyles	ASAP		5-31-83

TO: Coupling Nuts

SHIP TO: ☒ Manufacturing Plant
1210 N.W. Johnson

☐ Other

SHIP VIA:

MARK

CONFIRMING: YES ______ NO ______

QUANTITY ORDERED	B.O.	QUAN. RECV'D.	PLEASE ENTER OUR ORDER FOR THE FOLLOWING:	EACH	PRICE
56			7/8 NC x 5 A 194 Hex Coupler. 2H	8.50/E.	
			3 weeks		
			rec'd		

PLEASE ACKNOWLEDGE RECEIPT OF THIS ORDER IMMEDIATELY GIVING A DEFINITE SHIPPING DATE

INVOICE IN DUPLICATE

Neil Bunse
AUTHORIZED SIGNATURE

PAYABLE

COUPLING NUT SUPPLY
P. O. Box 26
SULLIVAN, WISCONSIN 53178

(414) 563-8016
Out of State 1 800-558-0100

INVOICE

RECEIVED JUN 27 1983

No 8733

TO

Portland Bolt & Mfg. Co.
P.O. Box 2866
Portland, OR 97208

DATE	6-24-83
CUSTOMER ORDER NO.	7954
SALESPERSON	Stewart
VIA	Burl,Northern 9158

MKE 175166154 Collect

TERMS: **1% 10 Days, net 30 days.**

QUANTITY	DESCRIPTION	PRICE	AMOUNT
1 Bx.	7/8-9 x 5 - 1 3/8 hex A194-2H material- 56 pcs.	@8.50ea.	$ 476.00 M
	P.O. shipped complete - Thank you ------		

Rec'd per rec

ORIGINAL

Thank You!

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR MARION COUNTY

STATE OF OREGON, HIGHWAY DIVISION,
exrel, RICK OLSEN CONSTRUCTION
COMAPNY, INC.,

Plaintiffs,

vs.

STEVE A. PYLES, STEVE PYLES GENERAL
CONTRACTOR, INC., and RELIANCE
INSURANCE COMPANY,

Defendants.

Case No. 149882

AMENDED
NOTICE OF DEPOSITION

TO: STEVE PYLES and designated representative of STEVE PYLES
GENERAL CONTRACTOR, INC.

YOU AND EACH OF YOU, will please take notice that on Tuesday, January 22, 1985, at 1:30 P.M., at the office of ALLEN & YAZBECK, 735 S.W. First Avenue, Portland, OR 97204., your deposition will be taken.

DATED this 16th day of January, 1985.

DIMENT & BILLINGS

Ted Walker, OSB# 83366
Of Attorneys for Plaintiffs

ATTORNEYS AT LAW
Smeede Hotel Building
767 Willamette Street, Suite 208
Eugene, Oregon 97401
TELEPHONE: (503) 484-2422

January 11, 1985

Fred L. Kopatich
Attorney at Law
Allen & Yazbeck
Attorneys at Law
735 S. W. First Avenue
Strowbridge Building
Portland, Oregon 97204

Re: Steve Pyles General Contractors, Inc. v. State
Marion County Circuit Court No. 148,002

Dear Fred:

This will memorialize our conversation of January 9, 1985. As you will recall, on November 16, 1984, the State of Oregon served Requests for Admissions and Request for Production of Documents upon you in this matter. Shortly before December 16, I received a phone call from you requesting an extension of time in which to respond because of peculiar circumstances related to your client's business interests out of state. The request was reasonable and I agreed to postpone response until December 28th. A trial date in this matter has now been set for April 8, 1985, which makes it imperative that discovery be completed promptly.

December 28, 1984, has long since come and gone. I fully understand that the lack of response to our Request for Production of documents is not due to any failure or neglect on the part of Yazbeck and Allen since your response to our Request for Admissions was received within the time we agreed upon. I must, nontheless, insist that you comply with our Request for Production of Documents promptly to forestall the necessity of application to the court for relief.

Please also advise when Mr. Pyles will be available for deposition and indicate the address at which a subpoena may be served upon him.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:md

January 11, 1985

Mr. Jeff Uusitalo
Portland Bolt Manufacturing Co.
1210 N.W. Johnson
Portland, Oregon 97209

Re: Steve Pyles General Contractors, Inc. v. State of Oregon
Marion County Circuit Court Case No. [illegible]

Dear Jeff:

I am writing you to confirm the information from our telephone conversation on January 9, 1985. As I explained to you, I am an attorney representing the State of Oregon in a lawsuit brought by Steve Pyles General Contractors, Inc. Mr. Pyles was assessed liquidated damages for delay incurred on a highway contract. He blames a portion of that delay on "late delivery" of rod coupling nuts more fully described in the attached letter. The project engineer insists that late ordering rather than late delivery was the problem.

In response to the State's demand that Mr. Pyles show evidence of late delivery, he produced a copy of your letter of June 14, 1983 which is attached. The contract involved was scheduled to be completed on July 1, 1983 but was not actually completed until over a month later. Mr. Pyles ought to have been aware of the need for the coupling nuts as early as December 6, 1982, the date the contract was awarded.

I understand from our conversation that the nuts were a specially manufactured item and had to be ordered from Wisconsin. As I understand it, a two to three week turnaround time would be normal and that thirty days from order to delivery would not be unusual.

The information that you have and Mr. Pyles' use of your letter makes you a potential witness in the case. I would like to request that you furnish the State with whatever documents you may have which show contact between your firm and Steve Pyles General Contractors, Inc. concerning the nuts, including any price quotes given during bidding and documents showing the dates that the nuts were ordered and delivered. Please retain the originals of these documents since they may become important in the case.

Attached to this letter you will find an affidavit for your signature. Should you choose to sign it, it should be executed in front of a notary public. It is by no means required that you sign the affidavit, and you should not do so if it does not correctly reflect the matters we discussed. If you do sign the affidavit, I intend to use it in support of a motion for summary judgment or in an attempt to get opposing counsel to stipulate to the matters contained in it to avoid the necessity of calling you as a witness at trial (now set for April 8, 1985 in Salem).

If you have any questions, please feel free to call me.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

Case No. 148002

AFFIDAVIT OF
JEFF UUSITALO

STATE OF OREGON)
) ss.
County of Multnomah)

The affiant, being duly sworn, deposes and says:

1. I, Jeff Uusitalo, am an employe of Portland Bolt & Manufacturing Company located at 1210 N.W. Johnson, Portland, Oregon 97209. My responsibilities with the company include the servicing of customer accounts for products handled or manufactured by the company.

2. On May 31, 1983, I received Steve Pyles General Contractors, Inc. purchase order number 03212 ordering 56 7/8 X 5 A194 2H rod coupling nuts.

3. These nuts were a non-standard item which had to be specially manufactured and heat-treated. The nuts were manufactured by one of our suppliers in Wisconsin.

4. Rod coupling nuts used in connection with highway and bridge construction projects are not a stock item. One may normally anticipate a delay of two to three weeks between the date that such nuts are ordered and the date that they are

///

shipped. Delays of thirty days for such specialty items are not unusual.

Attached as Exhibit A is a copy of a June 14, 1983 letter.

The affiant says no more.

____
Jeff Uusitalo

Subscribed and sworn to before me this _____ day of ______________, 1985.

____
Notary Public for Oregon
My Commission Expires: __________

FILED
STATE OF OREGON
MARION COUNTY
CIRCUIT COURT
DEC 27 12 53 PM '84
TRIAL COURT ADMINISTRATOR
BY

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STATE OF OREGON, HIGHWAY DIVISION, ex rel, RICK OLSEN CONSTRUCTION CO., INC.,

Plaintiff,

v.

STEVE A. PYLES; STEVE PYLES GENERAL CONTRACTOR, INC., and RELIANCE INSURANCE COMPANY,

Defendants.

Case No. [illegible]

REQUEST FOR PRODUCTION OF DOCUMENTS

TO: Plaintiff and counsel of record, Ted Walker.

Pursuant to ORCP 43, defendants request that plaintiff produce for inspection and copying within twenty (20) days of the date of service of this request, in the law offices of Allen & Yazbeck, 735 S. W. First Avenue, Portland 97204, the following described documents:

DEFINITIONS

A. The term "person" means, inclusively, an individual, partnership, corporation, or other entity or organization.

B. Where reference is made to any date or any figure, such reference is intended to connote an approximation.

C. "Document" or "documents" is meant to include all items within the scope of Oregon Rule of Civil Procedure 43 and, without limiting its generality, contracts, agreements, correspondence, letters, telegrams, reports, records, schedules, diaries, calendars, appointment books, invoices, purchase orders, books, pamphlets, accounting records and worksheets, time slips, computer inputs or outputs, charts, diagrams, notes, estimates, summaries, appraisals, inventories, minutes of meetings and memoranda, including intercorporate, intracorporate, interoffice and intraoffice memoranda, and memoranda regarding conferences, conversations or telephone conversations, any and all taped, recorded, written, printed or typed matters of any kind or description, unless otherwise specified herein.

D. When correspondence between one or more persons is requested, the request is meant to include, without limiting its generality, any document or documents given, sent, or shown by one such person to one or more other such persons however transmitted or delivered, and whether or not retained by the recipient or recipients at the time of transmittal or delivery.

E. Each draft or version of each document is included within the definition as are all attachments, exhibits, and enclosures included within all such drafts or versions.

INSTRUCTIONS FOR USE

A. Produce all documents or any parts or segments thereof which are in your possession or subject to your possession, custody, control or access. As to any document which you fail to produce, state the location and address where such document can be found, the name of the person who possesses such document, when such document left your possession, and the reasons why you cannot produce such document.

B. If any document is withheld under claim of privilege, you are required to:

(a) Identify each document with sufficient particularity as to author(s), addressee(s), recipient(s) and content to allow the plaintiff to bring the matter before the Court;

(b) The nature of the privilege(s) asserted; and

(c) The factual basis for the claim of privilege.

C. This request is a continuing one. If, after producing documents, defendants obtain or become aware of any further documents responsive to this Request, defendants are required to produce such additional documents.

REQUESTED DOCUMENTS

1. All daily diaries, journals, reports or similar documents prepared by plaintiff and any of its employees during the performance of its subcontract with defendant on the Lakewood Bay Bridge project.

2. All documents which plaintiff intends to rely upon in support of its allegation that it supplied additional labor and materials beyond that specified in that subcontract in the amount of $12,494.60.

3. All correspondence or other documents which support plaintiff's allegation that defendant agreed to a modification of the subcontract which provided that defendant would make additional payments to plaintiff.

4. Any other correspondence or other written communications between plaintiff and defendant regarding the Lakewood Bay Bridge project.

5. All written communications between plaintiff and the Oregon State Highway Division concerning plaintiff's claim for work performed on the Lakewood Bay Bridge project.

6. All daily diaries, journals, reports or similar documents prepared by plaintiff and any of its employees during the performance of its subcontract with defendant on the Amazon Creek Bridge project.

7. All documents which evidence contracts between plaintiff and defendant for work on the Amazon Creek Bridge project.

8. All evidence of payment by defendant to plaintiff for work on the Amazon Creek Bridge project.

9. All documents upon which plaintiff intends to rely in support of its allegation that defendant owes plaintiff $2,867.96 for work performed on the Amazon Creek Bridge project.

10. Any other correspondence or other written communications between plaintiff and defendant regarding the Amazon Creek Bridge project.

11. All written communications between plaintiff and the Oregon State Highway Division concerning plaintiff's claim for work performed on the Amazon Creek Bridge project.

12. All documents upon which plaintiff intends to rely in support of its allegation that defendant authorized plaintiff

to perform certain additional work including installation of temporary barricades, changing road signs, installation of lights, replacement of signs and lights, backfilling, reworking rail end pieces, changing rail bolts, placing rock under sidewalk, cleaning galvanizing from rail bolts, picking up materials, and clean up.

13. All documents upon which plaintiff intends to rely in support of its allegation that said additional work was duly performed by plaintiff and that its value was $1,736.30.

14. All statements which plaintiff has obtained from any other person regarding the claims set out in this action.

15. All documents not covered by the proceeding request which plaintiff intends to rely upon or introduce into evidence at trial.

ALLEN & YAZBECK

JOSEPH A. YAZBECK, JR.
OSB #77400
Of Attorneys for Defendants

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,
Plaintiff,
v.
THE STATE OF OREGON,
Defendant.

No. 148002

PLAINTIFF'S RESPONSE TO REQUEST FOR ADMISSIONS

1. Admitted.

2. Admitted.

3. Plaintiff admits that the schedule represents his plans at the time of entry into the contract, only, as if there would not be any causes for delay in completion of the work.

4. Plaintiff admits that no revised schedules were submitted in those periods because plaintiff was unaware that the completion of the project would be unduly delayed.

5. Plaintiff agrees that the quote from the Standard Specifications for Highway Construction, Section 108.08(C), is accurate. However, plaintiff denies that this section was a part of the contract between plaintiff and defendant.

6. Plaintiff admits that the weekly statements of contract time charges were served upon him and that he took no exception to the statements. However, plaintiff denies that he was required by contract to take such exception.

7. Plaintiff admits that the quote from the Standard Specifications for Highway Construction, Section 108.09, is accurate. Plaintiff denies that this section was a part of the

contract between plaintiff and defendant.

8. Denied.

9. Admitted.

10. Admitted.

11. Admitted.

12. Admitted.

13. Plaintiff admits that his claim for delay in the delivery of materials is based upon delay in receiving rod coupling nuts. Plaintiff was assured on May 31, 1983, that those bolts would be immediately delivered and would thus not delay his work. Defendant's Exhibit D indicates the three-week delay in delivery of those nuts.

14. Denied.

15. Denied.

ALLEN & YAZBECK

FRED L. KOPATICH, OSB# 83265
Of Attorneys for Plaintiff

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing

PLAINTIFF'S RESPONSE TO REQUEST FOR ADMISSIONS

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

WILLIAM F. CLORAN
ASSISTANT ATTORNEY GENERAL
450 JUSTICE BUILDING
SALEM, OREGON 97310

CERTIFIED A TRUE COPY:

Of Attorney for Plaintiff

DATED: 26 DECEMBER, 1984

JOSEPH A. YAZBECK, JR.

JOSEPH A. YAZBECK, JR. OSB# 77400

75-14

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.

ROBERT L. O'HALLORAN
LYNNIA K. WOODS
KAREN E. STRATTON
FRED L. KOPATICH
GEORGE J. HIBBERT

735 S. W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

December 21, 1984

William F. Cloran
Assistant Attorney General
100 Justice Bldg.
Salem, Oregon 97310

Re: Steve Pyles General Contractor v. State of Oregon; Case No. 148002

Dear Mr. Cloran:

Thank you for your consideration in granting extensions for responses to Requests for Admissions and Requests for Production of Documents. I have enclosed plaintiff's response to your Request for Admissions. As I told you on the phone, Mr. Pyles has relocated his business to California. I have been communicating with him regarding your Request for Production of Documents. He has now located all the documents relating to the Amazon Creek project and is currently going through them in order to respond to your request. He assures me that he will be sending the relevant documents to this office for my review next week. I will be back in the office on January 3, 1985 and will forward the documents to you shortly afterward.

Very truly yours,

Fred L. Kopatich

FLK/mjs

cc: Steve Pyles General Contractor

FILED
STATE OF OREGON
MARION COUNTY
CIRCUIT COURT
DEC 19 9 11 AM '84
TRIAL COURT ADMINISTRATOR
BY ____________

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

No. 149,882

STATE OF OREGON, HIGHWAY DIVISION, ex rel, RICK OLSEN CONSTRUCTION COMPANY, INC.,

Plaintiffs,

vs.

STEVE A PYLES: STEVE PYLES GENERAL CONTRACTOR, INC., and RELIANCE INSURANCE COMPANY,

Defendants.

O R D E R

Plaintiff's motions to compel defendants to provide discovery, and for sanctions and attorney fees, are allowed or denied as follows:

1. Allowed. Defendant Reliance shall produce the requested documents which are in its possession or within its control within 10 days from this date, if and to the extent such documents have not already been produced.

2. Allowed. Defendants Steve Pyles and Steve Pyles General Contractor, Inc., shall produce the requested documents which are in their possession or within their control within 20 days from this date, if and to the extent such documents have not already been produced.

3. Plaintiff's motion for sanctions against defendants is denied.

4. Attorney fees and costs are not awarded to any party.

DONE this 19th day of December, 1984.

Robert B. McConnell
CIRCUIT COURT JUDGE

Copies mailed to attys

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR MARION COUNTY

STATE OF OREGON, HIGHWAY DIVISION, ex rel, RICK OLSEN CONSTRUCTION COMPANY, INC.,

Plaintiffs,

vs.

STEVE A PYLES; STEVE PYLES GENERAL CONTRACTOR, INC., and RELIANCE INSURANCE COMPANY,

Defendants.

Case No. 149882

REQUEST FOR PRODUCTION

COMES NOW the Plaintiff, Rick Olsen Construction Company, Inc., by and through its attorney, Ted Walker, and hereby requests Defendants Steve A. Pyles and Steve Pyles General Contractor, Inc. to produce and permit the inspection in copying by or on behalf of the Plaintiff the documents, books, papers, accounts, ledgers, and tangible items hereinafter set forth, said documents to be produced at the offices of Diment & Billings, Attorneys at Law, 767 Willamette Street, Suite 208, Eugene, Oregon 97401, on or before December 6, 1984.

All documents relating to the contracts between Plaintiff Rick Olsen Construction Company, Inc., (hereinafter referred to as "Olsen") and Defendant Steve Pyles General Contractor, Inc. (hereinafter referred to as "Pyles") concerning Oregon State Highway Division Contract Number 9579 (Lakewood Bay Bridge) and Contract Number 9574 (Amazon Creek Bridge), including, but not limited to:

1. A complete copy of the contracts between Olsen and

Pyles for work on the Lakewood Bay Bridge and Amazon Creek Bridge projects.

2. All documents, including force account invoices, for equipment and materials, including equipment rentals, furnished by Olsen under the above contracts.

3. All documents, including force account sheets, covering labor furnished by Olsen under the above contracts.

4. All documents regarding any liens filed by Olsen under the above contracts.

4. All documents regarding price agreements on materials, equipment, and labor between Olsen and Pyles under the above contracts.

5. All documents regarding notifications of claims filed against Highway Division Contract Numbers 9579 and 9574 by Olsen.

6. All documents regarding the authority of Delmer Anderson to sign documents on behalf of Pyles.

The above request is a continuing request up to an including the time and trial of this case.

This Request for Production is made pursuant to ORCP 39 and 43.

DATED this 26th day of November, 1984.

DIMENT & BILLINGS

Ted Walker, OSB#83366

DIMENT & BILLINGS
ATTORNEYS AT LAW
Smeede Hotel Building
767 Willamette Street, Suite 208
Eugene, Oregon 97401
TELEPHONE: (503) 484-2422

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC., Plaintiff, v. THE STATE OF OREGON, Defendant.	)	Case No. 148002 REQUEST FOR ADMISSIONS

TO: PLAINTIFF, STEVE PYLES GENERAL CONTRACTORS, INC.

FAILURE TO SERVE A WRITTEN ANSWER OR OBJECTION WITHIN THE TIME ALLOWED BY ORCP RULE 45B WILL RESULT IN ADMISSION OF THE FOLLOWING REQUESTS

Pursuant to ORCP Rule 45, plaintiff is requested to admit the following:

REQUEST NO. 1:

Pursuant to Standard Specifications For Highway Construction, Oregon 1974 § 108.04, plaintiff was required to submit a schedule for work to be performed in connection with contract number 9574 "Amazon Creek (Danebo Road) Bridge" hereinafter referred to as "The Contract."

RESPONSE NO. 1:

REQUEST NO. 2:

Pursuant to that requirement, plaintiff submitted a schedule, copy of which is attached hereto as Exhibit A.

RESPONSE NO. 2:

REQUEST NO. 3:

The schedule attached hereto as Exhibit A shows the plaintiff plans to complete the work in 32 work days.

RESPONSE NO. 3:

REQUEST NO. 4:

No revised schedules were submitted by plaintiff during the months of January, February, March, April, May of 1983.

RESPONSE NO. 4:

REQUEST NO. 5:

The contract between plaintiff and defendant included as one of its terms Standard Specifications For Highway Construction, Oregon 1974 § 108.08(C), relevant portion of which reads:

> "The engineer will furnish the contractor each week during the work season a statement showing the number of work days, calendar days or calendar work days, as applicable, charged to the contract time or the adjusted contract time, as pertinent, for the preceding week and the number of such days remaining unused. Said statement shall be deemed delivered when served on the contractor as stated in subsection 105.09. If the contractor is in disagreement with the time charged and the difference cannot be reconciled immediately by discussion with the engineer, the contractor, within ten days after delivery of the statement, shall file written protest with the engineer, setting forth in detail the facts upon which the protest is based. Failure to submit such a protest within ten days shall constitute approval by the contractor of the number of days charged against the contract time or the adjust contract time for the week covered in the statement."

RESPONSE NO. 5:

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Steve Pyles
v. State of Oregon
Case No. 148002
Our File No.
Request for Admissions
(Title of Document)

☐ Signed ______________, 19___
☐ Filed 11-19-84, 19___
By Judge ______________
(Clerk's Sig.)

SP*58289-137

20 NOV
1984

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

ATTN: W Cloran

REQUEST NO. 6:.

Pursuant to § 108.08(C), Standard Specifications For Highway Construction, Oregon 1974, and The Contract, a weekly statement of contract time charges were served upon the plaintiff for the weeks of April 2, 1983, April 11, 1983, April 16, 1983, April 23, 1983, April 30, 1983, May 7, 1983, May 14, 1983, May 15, 1983, May 28, 1983, June 4, 1983, June 11, 1983, and June 18, 1983. Plaintiff took no exception as required by contract to any of the weekly statements within the time allotted.

RESPONSE NO. 6:

REQUEST NO. 7:.

The Contract between plaintiff and defendant included within its terms § 108.09 of Standard Specifications For Highway Construction, Oregon 1974, which provides in relevant part as follows:

> "108.09 Adjustment of the Contract Time--Any contract time originally given in the proposal or contract will be subject to adjustment during the progress of work at the written request of the contractor, either by increase or decrease, for those bona fide causes beyond the control of the contractor and which the engineer determines is actually affecting the time necessary for completion of work under the contract. The contractor's request for adjustment of contract time shall be in writing upon a form provided by the Division with the consent of the surety endorsed thereon.
>
> "Any adjustment of contract time shall be that which the engineer determines to be justified and his decision in the matter shall be final, subject to approval by the Transportation Commission . . .
>
> "Contractor's plea that insufficient time was specified in the proposal and contract is not a valid reason for adjustment of the contract time. Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time."

RESPONSE NO. 7:

REQUEST NO. 8:.

Under the language cited in request #7 above, the engineer's decision as to whether or not weather conditions were reasonably predictable and whether or not they actually affected the time necessary for completion of work is a decision upon a matter of fact.

RESPONSE NO. 8:

REQUEST NO. 9:.

Local Climatological Data 1982 for Eugene, Oregon prepared by the National Oceanic and Atmospheric Administration, a copy of which is attached hereto as Exhibit C establishes that normal monthly precipitation in inches in water equivalent for Eugene, Oregon for the month of April is 2.31 inches, for the month of May is 2.06 inches, and for the month of June is 1.28 inches.

RESPONSE NO. 9:

REQUEST NO. 10:

According to Monthly Summaries of Climatological Data for April, May, and June 1983 attached hereto as Exhibit C, actual rainfall for the month of April 1983 for Eugene, Oregon was 3.35 inches. Actual rainfall for the month of May was 1.81 inches. Actual rainfall for the month of June was 1.78 inches.

RESPONSE NO. 10:

REQUEST NO. 11:

According to NOAA Climatological Summaries attached hereto as Exhibit C, the average number of days of measurable precipitation at Eugene, Oregon were 13 days for the month of April, 10 days for the month of May, and 7 days for the month of June.

RESPONSE NO. 11:

REQUEST NO. 12:

According to NOAA Climatological Data, the actual number of days of measurable precipitation for the month of April 1983 was 11, for the month of May 1983 was 8, for the month of June 1983 was 11.

RESPONSE NO. 12:

REQUEST NO. 13:

Plaintiff's claim for delay in the delivery of materials is based upon delay in receiving rod coupling nuts. However, plaintiff failed to order such rod coupling nuts until May 31, 1983, 165 days into the project. See Exhibit D, letter from Portland Bolt Manufacturing Company dated June 14, 1983.

RESPONSE NO. 13:

REQUEST NO. 14:

As shown in Exhibit E attached, the so-called staking error alleged in paragraph III of the plaintiff's complaint was not a staking error at all but was the result of plaintiff's second-tier subcontractor Staton Construction's failure to follow correctly marked survey staking.

RESPONSE NO. 14:

REQUEST NO. 15:

On or about July 10, 1984, the plaintiff received from the State of Oregon a payment in the amount of $2,125.89 representing the final payment of retainage held under the contract plus interest. See Exhibit F.

RESPONSE NO. 15:

Respectfully submitted,
DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for State of Oregon
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 16th day of November, 1984, I served a true copy of the within Request for Admissions upon the attorneys of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Fred L. Kopatich
Attorney at Law
Allen & Yazbeck
735 S.W. First Avenue
Strowbridge Building
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

William F. Cloran, OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

11/15/84/jep/#10

ork Days	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Mobilization	X	X	X	X																															
mp Signs		X	X	X																															
mp Barricades		X	X	X																															
move Structures + Obstructions								X	X	X																									
n. Ex					X	X																							X	X	X	X			
annel Ex					X	X																													
66 Boxes																							X	X	X	X									
sphalt Conc																					X	X	X	X	X	X									
3" Subbase																	X	X																	
Subbase																	X	X	X	X															
V. Inspections																		X	X																
m. Manholes										X	X																								
ols Inlets											X	X																							
ack Rocks											X																								
Conc. Sup. Piers												X	X	X	X	X																			
nd Cable																			X	X		X	X												
ace Riprap																					X	X	X												
lter Blanket																				X	X	X	X												
idge Demo				X	X	X																													
tural Ex							X	X	X	X																									
Drive Piling						X	X	X																											
nstall Piling										X	X	X																							
Struct. Conc								X	X	X	X	X	X	X	X	X	X	X	X																
Set Slabs																				X	X	/													
Railings																						X	X												
Clean up.																			X	X	X	X	X	X	X	X									

82-0503

A

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge
CONTRACT NO.: 9574
HIGHWAY: City Street Danebo rd
COUNTY: Lane
PREFIX: 320- 1064
CONTRACTOR:
Steve Pyles Contractor
General Contractors Inc.
P.O. Box 3041
Salem, Oregon
F.A. PROJECT NO: Bros 2003 (4)
WEEK ENDING: June 18 1983
DATE MAILED TO CONTRACTOR:

CONTRACT TIME UNITS (All, a, b, c, etc.)							REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE							
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	12	Cloudy	1				
Mon.	13	Sun	1				
Tue.	14	Sun	1				
Wed.	15	Cloudy	1				
Thu.	16	Cloudy	1				
Fri.	17	Cloudy-rain	1				
Sat.	18	Cloudy	1				
DAYS CHARGED THIS WEEK			7.				
DAYS CHARGED ON PREVIOUS STATEMENT			176				
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			183				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195.				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983.				
DAYS REMAINING			12				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order." Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)
Jack H. Guthrie
Per Paul Anderson)

734-7463 (Rev. 5-81)

[redacted] B.1 CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge

CONTRACT NO 9574

HIGHWAY City Street Danebo rd

COUNTY Lane

PREFIX 320-1064

F.A. PROJECT NO Bros 2003 (4)

CONTRACTOR
Steve Pyles Contractor
General Contractor Inc.
P.O. Box 3041
Salem Oregon

WEEK ENDING June 11 1983

DATE MAILED TO CONTRACTOR

CONTRACT TIME UNITS (All, a, b, c, etc.)							REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE							
Day of Week	Day of Month	Predominant Weather (For "Workdays" Projects Only)					
Sun.	5	Sun	1				
Mon.	6	Sun	1				
Tue.	7	Sun	1				
Wed.	8	Sun	1				
Thu.	9	Cloudy	1				
Fri.	10	Rain	1				
Sat.	11		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			169				
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			176				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date) —			July 1 1983				
DAYS REMAINING			19				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED
JUN 16 1983
PYLES & HOWARD
File No.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie
By Paul Anderson

734-3483 (Rev 6-81)

EXHIBIT B.2 CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge

HIGHWAY: Danebo rd City Street

COUNTY: Lane

CONTRACTOR:
Steve Pyles General Cont.
P.O. Box 3041
Salem Ore.

CONTRACT NO: 4574

PREFIX: 320-1064

F.A. PROJECT NO: Bros 2003 (4)

WEEK ENDING: June 4 1983

DATE MAILED TO CONTRACTOR:

CONTRACT TIME UNITS (All, a, b, c, etc.)			ALL				REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	29	Cloudy	1				
Mon.	30	Rain Holiday	1				
Tue.	31	Rain	1				
Wed.	1	Cloudy-rain	1				
Thu.	2	Cloudy	1				
Fri.	3	Cloudy	1				
Sat.	4	Cloudy	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			162				
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			164				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			26				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED
JUN - 6 1983
PYLES & HOWARD
File No. ____

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie

734-3483 (Rev. 5-81)

8.3

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge		CONTRACT NO 9574
HIGHWAY Danebo rd City Street	COUNTY Lane	PREFIX 320 - 1064
CONTRACTOR Steve Pyles General Cont. P.O. Box 3041 Salem Oregon		F.A. PROJECT NO Bros 2003 (4)
		WEEK ENDING May 28 1983
		DATE MAILED TO CONTRACTOR

CONTRACT TIME UNITS (All, a, b, c, etc.)			all				REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	22		1				
Mon.	23		1				
Tue.	24		1				
Wed	25		1				
Thu.	26		1				
Fri.	27		1				
Sat.	28		1				

DAYS CHARGED THIS WEEK		7			
DAYS CHARGED ON PREVIOUS STATEMENT		155			
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)					
DAYS CHARGED TO END OF CURRENT WEEK		162			
LIMITING	CALENDAR WORKDAYS				
NUMBER	CALENDAR DAYS	195.			
OF DAYS	WORKDAYS				
FIXED DATE (Specified Completion Date)		July 1 1983			
DAYS REMAINING		33			
EXCESS DAYS USED					

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED
MAY 31 1983
PYLES & HOWARD
File No. ________

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)
Jack H. Guthrie

734-3483 (Rev. 5-81)

B . 4

TRANSPORTATION
HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge	CONTRACT NO 9574
HIGHWAY Danebo road / COUNTY Lane	PREFIX 320-1064
CONTRACTOR Steve Pyles General Cont. P.O. Box 3041 Salem Ore	F.A. PROJECT NO. Bros 2003 (4)
	WEEK ENDING May 21 1983
	DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			ALL				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	15	Cloudy - rain	1				
Mon.	16	Cloudy	1				
Tue.	17	Cloudy	1				
Wed.	18	Part Sun	1				
Thu.	19	Sun	1				
Fri.	20	Sun	1				
Sat.	21	Sun	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			148				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			155				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			40				
EXCESS DAYS USED							

RECEIVED
MAY 23 1983
PYLES & HOWARD
File No. ______

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Smithie

734-3483 (Rev. 5-81)

EXHIBIT B. 5

CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge

HIGHWAY: Danebo road

COUNTY: Lane

CONTRACTOR:
Steve Pyles General Contractor
P.O. Box 3041 Salem, Ore

CONTRACT NO: 9574

PREFIX: 320-1064

F.A. PROJECT NO: Bros 2003 (4)

WEEK ENDING: May 14 1983

DATE MAILED TO CONTRACTOR:

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For Workdays' Projects Only)					
Sun.	8	Rain	1				
Mon.	9	Cloudy	1				
Tue.	10	Cloudy	1				
Wed.	11	Sun - Cloudy	1				
Thu.	12	Cloudy	1				
Fri.	13	Sun.	1				
Sat.	14		1				

DAYS CHARGED THIS WEEK		7			
DAYS CHARGED ON PREVIOUS STATEMENT		141			
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)					
DAYS CHARGED TO END OF CURRENT WEEK		148			
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS				
	CALENDAR DAYS	195			
	WORKDAYS				
FIXED DATE (Specified Completion Date)		July 1 1983			
DAYS REMAINING		47			
EXCESS DAYS USED					

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED
MAY 17 1983
PYLES & HOWARD
File No. ______

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)

734-3483 (Rev. 5-81)

B.6

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge	CONTRACT NO 9574
HIGHWAY Danebo road — COUNTY Lane	PREFIX 320- 1064
CONTRACTOR Steve Pyles General Contractor P.O. Box 3041 Salem Ore.	F.A. PROJECT NO Bros 2003 (4)
	WEEK ENDING May 7 1983
	DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	1	Cloudy	1				
Mon.	2	Cloudy	1				
Tue.	3		1				
Wed.	4		1				
Thu.	5		1				
Fri.	6		1				
Sat.	7		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			134				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			141				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date) —			July 1 1983				
DAYS REMAINING			54				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie

734-3483 (Rev 5-81)

EXHIBIT B.7 CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge		CONTRACT NO 9574
HIGHWAY Danebo road	COUNTY Lane	PREFIX 320- 1064
CONTRACTOR Steve Pyles General Contractor P.O. Box 3041 Salem Ore.		F.A. PROJECT NO. Bros 2003 (4)
		WEEK ENDING April 30 1983
		DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
• BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	24		1				
Mon.	25	Cloudy rain	1				
Tue.	26	Sunny	1				
Wed.	27	Sunny-	1				
Thu.	28	Cloudy	1				
Fri.	29	Cloudy	1				
Sat.	30		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			127				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			134				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195.				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			61				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED

NO.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)
Jack D. Guthrie

B.8

734-3483 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge
HIGHWAY: Danebo road
COUNTY: Lane
CONTRACTOR: Steve Pyles General Contractor
P.O. Box 3041 Salem Ore

CONTRACT NO: 9574
PREFIX: 320-1064
F.A. PROJECT NO: Bros 2003 (4)
WEEK ENDING: April 23 1983
DATE MAILED TO CONTRACTOR:

CONTRACT TIME UNITS (All, a, b, c, etc.)			all			
BEGINNING DATE OF TIME CHARGE			12-18-82			
Day of Week	Day of Month	Predominant Weather (For Workdays' Projects Only)				
Sun.	17	Sun	1			
Mon.	18	Cloudy	1			
Tue.	19	Cloudy-rain	1			
Wed.	20	Cloudy	1			
Thu.	21	Cloudy	1			
Fri.	22	Showers	1			
Sat.	23	Cloudy	1			
DAYS CHARGED THIS WEEK			7			
DAYS CHARGED ON PREVIOUS STATEMENT			120			
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)						
DAYS CHARGED TO END OF CURRENT WEEK			127			
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS					
	CALENDAR DAYS		195			
	WORKDAYS					
FIXED DATE (Specified Completion Date)			July 1 1983			
DAYS REMAINING			68			
EXCESS DAYS USED						

RECEIVED
APR 2_ 1983
PYLES & HOLMES
FILE NO.

REASONS FOR NOT CHARGING TIME

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order." Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie City of Eugene

734-3483 (Rev. 5-81)

B.9 CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge

CONTRACT NO: 9574

HIGHWAY: Danebo road

COUNTY: Lane

PREFIX: 320 - 1064

CONTRACTOR: Steve Pyles General Contractor
P.O. BOX 3041 Salem ORE.

F.A. PROJECT NO: Bros: 2003 (4)

WEEK ENDING: April 16 1983

DATE MAILED TO CONTRACTOR:

CONTRACT TIME UNITS (All, a, b, c, etc.)			ALL				REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	10	Cloudy	1				
Mon.	11	Cloudy	1				
Tue.	12	Sun	1				
Wed.	13	Sun	1				
Thu.	14	Sun	1				
Fri.	15	Sun	1				
Sat.	16	Cloudy	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			113				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			120				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195.				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			75				
EXCESS DAYS USED							

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APR 1[illegible]

INSTRUCTIONS:

Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."

Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER): Jack D Guthrie

734-3483 (Rev. 5-81)

B. 10 CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Bridge

HIGHWAY: Danebo road

COUNTY: Lane

CONTRACTOR: Steve Pyles General Contractor
P.O. Box 3041 Salem OREGON

CONTRACT NO: 9574

PREFIX: 320- 1064

F A PROJECT NO: Broo 2003 (4)

WEEK ENDING: April 2 1983

DATE MAILED TO CONTRACTOR:

CONTRACT TIME UNITS (All, a, b, c, etc.)			ALL			
BEGINNING DATE OF TIME CHARGE			12-18-82			
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)				
Sun.	27		1			
Mon.	28	Cloudy	1			
Tue.	29	rain	1			
Wed.	30	rain	1			
Thu.	31	rain	1			
Fri.	1	Cloudy	1			
Sat.	2		1			
DAYS CHARGED THIS WEEK			7			
DAYS CHARGED ON PREVIOUS STATEMENT			99			
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)						
DAYS CHARGED TO END OF CURRENT WEEK			106			
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS					
	CALENDAR DAYS		195.			
	WORKDAYS					
FIXED DATE (Specified Completion Date)			July 1 1983			
DAYS REMAINING			89			
EXCESS DAYS USED						

REASONS FOR NOT CHARGING TIME

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)

734-3483 (Rev 5-81)

[illegible] Bill CONTRACTOR'S HEADQUARTERS

Local Climatological Data

Annual Summary With Comparative Data

1982

EUGENE, OREGON

DEPARTMENT OF COMMERCE • UNITED STATES OF AMERICA

Narrative Climatological Summary

Eugene is located at the upper or southern end of the fertile Willamette Valley. Mahlon Sweet Field, location of the National Weather Service Office, is nine miles northwest of the City center. The Cascade Mountains to the east and the Coast Range to the west bound the valley, and low hills to the south nearly close it, but northward the level valley floor broadens rapidly. Hills of the rolling, wooded Coast Range begin about five miles west of the airport and rise to elevations of 1,500 to 2,500 feet midway between Eugene and the Pacific Ocean lying 50 miles to the west. About ten miles east, the Coburg Hills, rising to an elevation of 2,500 feet, obscure snow-covered peaks of the Cascade Range, which reach elevations of 10,000 feet about 75 miles away. Small valleys extend into the hills in all directions and hard-surfaced highways, through passes in the Cascades, provide easy access to winter sports areas. Abundant moisture and moderate temperatures result in rapid growth of evergreen timber and lumbering is a major industry. Much of the virgin timber has been harvested, but new growth springs up quickly so there is very little bare ground in the area and duststorms are unknown.

The Willamette River passes about five miles east of the airport and Fern Ridge flood control reservoir, with a normal pool of 9,360 acres, begins about two miles southwest. These two water areas are the main sources of local fog, but numerous small creeks and low places, which fill with water in the wet season, also produce considerable fog. The Coast Range acts as a barrier to coastal fog, but active storms cross these ridges with little hindrance. The Cascade Range blocks westward passage of all but the strongest continental air masses, but when air does flow into the valley from the east, dry, hot weather develops in summer causing extreme fire hazard. In winter this situation causes clear, sunny days and cool, frosty nights.

The centers of low barometric pressure, with which rain is associated, generally pass inland north of Eugene and as a result southwest winds with speeds of 10 to 20 m.p.h. usually accompany rainfall. Heavier storms bring winds of 30 to 40 m.p.h. and occasional southwest winds exceeding 50 m.p.h. are experienced. Fair weather in both summer and winter is most often accompanied by calm nights and daytime northerly winds increasing to speeds of five to 15 m.p.h. in the afternoon.

The change in seasonal rainfall is quite gradual. The first fall rains usually arrive during the second or third week of September, after which rain gradually increases until about the first of January and then slowly decreases to the latter part of June. July and August are normally very dry, occasionally passing without rainfall. When snow occurs, it frequently melts on contact with the ground or within a few hours, but occasionally an accumulation of a few inches will persist as a ground covering for several days. Snowfall for a winter season exceeds five inches in about one-third of the years. There have been a few instances of an entire winter without so much as a trace of snow, while at the other extreme snowfall exceeded three feet for the 1915-16, 1949-50, and 1968-69 seasons. In January 1950 snow on the ground reached a depth of eight inches and maintained a cover for 11 days. Nineteen years later 47.1 inches of snow in January 1969 accumulated to a depth of 34 inches on the ground with a cover of an inch or more persisting for 19 days.

Temperatures are so largely controlled by maritime air from the Pacific that long periods of extremely hot or severely cold weather never occur. Maximums of 95° or higher have occurred only in the months of June, July, August, and September, averaging three days a year. Minimums of 20° or lower are infrequent, averaging five per year. The temperature has lowered to 32° or below as late as June 13 and as early as September 24, but the average dates of their last occurrence in the spring and first occurrence in fall are April 9 and October 31.

The long growing season and mild temperatures are favorable for diversified agriculture and numerous crops are commercially important. Due to the high ground water level, pumping of irrigation water is economical and sprinkling of cannery crops and berries is the general practice; also numerous pastures are irrigated. Table beets, green beans, sweet corn, carrots, and pumpkins are processed in large quantities. Peaches, pears, cherries, plums, berries, and rhubarb are also canned, with cherries and pears comprising the greater pack. Other agricultural products are apples, prunes, peppermint, spearmint, tomatoes, and cucumbers. Nonirrigated ranches and farms produce large amounts of hay, grain, grass seed, livestock, tree fruits, and nuts.

noaa NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION / NATIONAL ENVIRONMENTAL SATELLITE, DATA, AND INFORMATION SERVICE / NATIONAL CLIMATIC DATA CENTER ASHEVILLE, N.C.

C.1

EXHIBIT C-2

Meteorological Data For The Current Year

Station: EUGENE, OREGON # 24221 MAHLON SWEET FIELD Standard time used: PACIFIC Latitude: 44° 07' N Longitude: 123° 13' W Elevation (ground): 359 feet Year: 1982

Month	Temp. °F Averages: Daily maximum	Daily minimum	Monthly	Extremes: Highest	Date	Lowest	Date	Degree days Base 65 °F: Heating	Cooling	Precipitation in inches, Water equivalent: Total	Greatest in 24 hrs.	Date	Snow, Ice pellets: Total	Greatest in 24 hrs.	Date	Relative humidity, pct. Hour 04 (Local time)	Hour 10	Hour 16	Hour 22	Wind, Resultant: Direction	Speed m.p.h.	Average speed m.p.h	Fastest mile: Speed m.p.h.	Direction	Date	Percent of possible sunshine	Average sky cover, tenths, sunrise to sunset	Number of days, Sunrise to sunset: Clear	Partly cloudy	Cloudy	Precipitation .01 inch or more	Snow, ice pellets 1.0 inch or more	Thunderstorms	Heavy fog, visibility ¼ mile or less	Temperature °F Maximum: (b) 90° and above	32° and below	Minimum: 32° and below	0° and below	Average station pressure mb. Elev. 373 feet m.s.l.
JAN	42.0	30.4	36.2	57	25	12	6	887	0	9.31	2.81	22-23	5.0	3.2	3-4	95	95	84	93	18	5.4	7.2	24	18	22		9.3	2	0	29	15	2	0	11	0	5	22	0	1006.1
FEB	49.6	33.0	41.3	64	19	17	10	657	0	8.14	2.76	13-14	2.1	2.1	23	87	82	81	85	18	2.9	8.5	30	18	17		8.0	5	0	23	13	1	0	2	0	0	14	0	1005.4
MAR	54.0	34.2	44.1	65	23	26	21	642	0	4.88	1.29	1-2	T	T	18	94	82	67	90	19	3.3	7.8	35	20	1		8.0	2	9	20	18	0	0	8	0	0	12	0	1000.3
APR	58.4	34.9	46.7	81	22	28	1	551	0	6.89	2.05	13	T	T	15	90	71	55	81	20	2.6	9.0	35	18	2		6.9	7	6	17	13	0	0	3	0	0	10	0	1003.7
MAY	68.0	39.8	53.9	83	29	32	11	335	0	0.26	0.13	16-17	0.0	0.0		89	61	45	75	34	3.1	7.4	21	35	25		6.7	6	11	14	4	0	0	1	0	0	2	0	1006.1
JUN	74.4	50.0	62.2	97	18	40	8	124	51	1.92	1.04	26	0.0	0.0		89	65	53	78	29	2.1	7.3	20	23	10		6.6	9	4	17	8	0	0	0	3	0	0	0	1001.7
JUL	78.1	50.8	64.5	88	24	47	15	67	59	0.54	0.40	13	0.0	0.0		89	63	45	73	29	2.2	7.3	20	36	22		5.8	7	14	10	5	0	0	0	0	0	0	0	1004.4
AUG	81.5	51.5	66.5	96	24	44	28	20	73	0.72	0.48	28-29	0.0	0.0		88	62	39	73	28	2.0	6.7	17	25	29		4.9	11	12	8	6	0	0	0	6	0	0	0	1004.1
SEP	74.4	47.4	60.9	91	2	38	30	137	20	2.81	1.08	26	0.0	0.0		91	75	44	78	29	1.0	7.1	22	25	28		5.9	8	8	14	8	0	1	6	1	0	0	0	1003.7
OCT	63.5	40.8	52.2	75	13	26	19	392	0	3.95	0.78	25-26	T	T	26	94	85	66	92	18	2.7	7.0	22	24	25		8.1	2	5	24	16	0	0	12	0	0	3	0	1004.7
NOV	49.4	32.2	40.8	60	3	23	14	719	0	7.07	1.81	29-30	0.0	0.0		95	89	74	94	19	2.8	6.9	23	17	29		7.9	2	7	21	14	0	0	11	0	0	16	0	1001.0
DEC	45.2	33.3	39.3	57	3	17	31	791	0	13.53	3.03	15-16	T	T	17	94	93	84	93	18	3.2	8.9	28	18	21		7.6	6	3	22	27	0	1	8	0	0	14	0	1004.1
YEAR	61.5	39.8	50.7	97	JUN 18	12	JAN 6	5322	203	60.02	3.03	DEC 15-16	7.1	3.2	JAN 3-4	91	77	61	84	21	1.7	7.6	35	18	APR 2		7.1	67	79	219	147	3	2	62	10	5	93	0	1003.8

Normals, Means, And Extremes

Month	Temperatures °F Normal: Daily maximum	Daily minimum	Monthly	Extremes: Record highest	Year	Record lowest	Year	Normal Degree days Base 65 °F: Heating	Cooling	Precipitation in inches, Water equivalent: Normal	Maximum monthly	Year	Minimum monthly	Year	Maximum in 24 hrs.	Year	Snow, Ice pellets: Maximum monthly	Year	Maximum in 24 hrs.	Year	Relative humidity pct. Hour 04 (Local time)	Hour 10	Hour 16	Hour 22	Wind: Mean speed m.p.h.	Prevailing direction	Fastest mile: Speed m.p.h.	Direction	Year	Pct. of possible sunshine	Mean sky cover, tenths, sunrise to sunset	Mean number of days, Sunrise to sunset: Clear	Partly cloudy	Cloudy	Precipitation .01 inch or more	Snow, Ice pellets 1.0 inch or more	Thunderstorms %	Heavy fog, visibility ¼ mile or less %	Temperatures °F Max.: (b) 90° and above	32° and below	Min.: 32° and below	0° and below	Average station pressure mb. Elev. 373 feet m.s.l.
(a)				40		40					40		40		40		40		40		25	38	38	27	30		26	26			30	40	40	40	40	40	39	39	40	40	40	40	8
J	45.6	33.1	39.4	67	1975	-4	1957	794	0	7.54	14.83	1964	1.11	1977	4.88	1970	47.1	1969	22.9	1969	91	83	80	90	8.1		58	20	1968		8.6	2	[illegible]	25	18	1	*	8	0	2	15	*	1005.9
F	51.7	35.2	43.5	71	1968	-3	1950	602	0	4.67	11.58	1961	0.86	1964	4.17	1961	4.8	1949	2.5	1971	92	85	72	90	7.8		54	20	1961		8.4	3	[illegible]	21	15	*	*	6	0	*	10	*	1004.5
M	55.2	36.5	45.9	77	1978	20	1956	592	0	4.43	12.46	1974	0.79	1965	2.44	1963	10.8	1951	4.9	1951	91	76	64	86	8.4		48	18	1963		8.0	3	[illegible]	22	16	*	*	4	0	0	9	0	1003.1
A	61.2	39.4	50.3	88	1957	27	1972	441	0	2.31	6.89	1982	0.52	1966	2.25	1971	T	1982	T	1982	90	70	57	83	7.8		44	18	1972		7.5	4	[illegible]	19	13	0	*	2	0	0	5	0	1005.5
M	67.8	43.7	55.8	91	1972	28	1954	289	0	2.06	4.44	1960	0.26	1982	2.37	1972	T	1981	T	1981	91	66	53	81	7.4		46	25	1961		6.8	6	[illegible]	17	10	0	1	1	*	0	*	0	1004.6
J	74.1	48.7	61.4	100	1961	32	1976	133	28	1.28	4.76	1952	T	1951	2.36	1952	T	1981	T	1981	90	62	49	79	7.4		29	25	1961		6.5	7	[illegible]	15	7	0	1	1	1	0	*	0	1004.3
J	82.6	51.1	66.9	105	1961	39	1973	41	100	0.26	2.63	1947	0.00	1967	1.39	1947	0.0		0.0		87	56	38	72	8.0		26	36	1960		3.8	16	[illegible]	7	3	0	*	*	6	0	0	0	1004.0
A	81.3	50.9	66.1	108	1981	38	1969	51	94	0.58	5.79	1968	0.00	1967	1.89	1979	0.0		0.0		88	60	40	74	7.5		32	11	1979		4.6	14	[illegible]	8	4	0	1	1	5	0	0	0	1003.0
S	76.5	47.4	62.0	101	1944	32	1972	119	39	1.26	3.45	1978	T	1975	1.68	1981	T	1978	T	1971	89	69	43	77	7.4		32	20	1959		5.1	12	[illegible]	10	6	0	1	5	3	0	*	0	1003.1
O	64.0	42.3	53.2	94	1980	19	1971	366	0	4.00	12.66	1950	0.29	1978	3.85	1955	T	1982	T	1982	94	80	63	89	6.6		63	18	1962		7.1	5	[illegible]	17	11	0	*	12	*	0	2	0	1004.7
N	53.1	38.1	45.6	76	1975	12	1978	582	0	6.53	20.48	1973	1.20	1956	4.53	1960	6.0	1955	5.0	1955	94	87	78	92	7.1		46	23	1957		8.6	2	[illegible]	23	16	*	*	10	0	*	7	0	1004.4
D	47.4	35.6	41.5	68	1979	-12	1972	729	0	7.64	20.99	1964	1.24	1976	5.15	1981	10.2	1964	6.3	1972	92	89	84	92	7.7		40	25	1961		8.9	1	[illegible]	26	19	*	*	9	0	1	11	*	1005.5
YR	63.4	41.8	52.6	108	AUG 1981	-12	DEC 1972	4739	261	42.56	20.99	DEC 1964	0.00	AUG 1967	5.15	DEC 1981	47.1	JAN 1969	22.9	JAN 1969	91	74	60	84	7.6		63	18	OCT 1962		6.9	74	81	210	137	2	5	59	15	3	56	*	1004.4

(a) Length of record, years, through the current year unless otherwise noted, based on January data.
(b) 70° and above at Alaskan stations.
* Less than one half.
T Trace.

NORMALS - Based on record for the 1941-1970 period.
DATE OF AN EXTREME - The most recent in cases of multiple occurrence.
PREVAILING WIND DIRECTION - Record through 1963.
WIND DIRECTION - Numerals indicate tens of degrees clockwise from true north. 00 indicates calm.
FASTEST MILE WIND - Speed is fastest observed 1-minute value when the direction is in tens of degrees.

% The station operated less than 24 hours daily prior to July 1964, therefore fog and thunderstorm data may be incomplete.

Average Temperature

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Annual
1943	34.0	43.6	45.6	52.7	54.2	59.7	66.9	65.2	64.7	54.2	45.3	38.4	52.1
1944	38.8	42.5	45.3	49.7	55.3	60.4	66.8	65.5	64.2	54.7	43.7	37.6	52.2
1945	40.8	44.2	44.2	49.4	57.6	61.2	68.1	66.7	60.0	52.4	45.6	41.8	52.7
1946	40.8	42.8	46.1	50.4	58.0	60.0	66.8	66.0	59.4	48.8	43.6	41.4	52.0
1947	37.0	44.9	48.5	53.0	59.4	59.6	65.7	64.0	61.2	54.9	44.8	41.9	53.0
1948	38.6	40.6	44.2	47.0	54.4	64.2	64.8	64.3	60.4	51.2	42.4	36.2	50.7
1949	28.2	41.0	46.8	52.6	58.5	61.7	65.2	65.4	61.8	48.2	48.7	40.0	51.5
1950	31.2	41.2	45.0	48.9	55.0	62.0	67.7	68.8	62.1	52.8	47.3	47.7	52.5
1951	38.6	44.0	42.8	53.4	56.2	64.7	67.2	65.8	62.7	53.0	44.3	38.0	52.8
1952	39.3	42.9	44.6	50.9	55.6	59.2	67.8	66.1	64.1	55.9	38.5	41.6	52.2
#1953	46.9	43.3	44.9	49.6	53.3	57.7	65.2	65.4	62.1	53.8	48.5	43.0	52.8
1954	40.6	43.2	42.7	49.7	54.9	56.6	62.8	62.2	59.0	50.7	49.5	40.7	51.1
1955	39.0	40.0	41.9	44.9	52.7	60.0	61.8	63.5	59.6	52.6	43.1	42.1	50.1
1956	41.8	37.2	44.2	50.4	56.6	58.0	66.6	65.2	61.2	50.9	41.9	40.8	51.2
1957	32.1	42.8	46.9	51.9	57.0	61.6	64.1	63.3	64.8	52.4	43.0	42.7	52.0
1958	42.9	48.8	44.9	50.6	60.0	63.5	71.0	69.8	61.9	53.6	47.1	46.1	55.0
1959	43.3	42.8	46.3	51.0	53.6	61.1	68.2	65.5	59.3	54.5	44.4	40.9	52.6
1960	37.8	42.4	44.8	50.4	53.6	62.0	68.5	63.8	61.6	53.4	45.4	38.9	52.1
1961	43.6	46.7	46.9	50.2	54.9	63.6	66.8	68.6	58.5	52.3	41.7	42.0	53.0
1962	37.5	42.3	44.6	52.1	52.0	59.9	64.9	64.7	62.[illegible]	52.6	47.8	42.5	52.0
#1963	34.4	49.3	45.7	47.6	56.0	60.1	62.9	66.7	66.0	55.4	47.1	42.2	52.8
1964	42.4	41.6	45.1	47.9	53.2	59.8	66.4	65.6	61.0	55.7	43.2	40.5	51.9
1965	40.8	44.3	47.8	51.8	53.6	60.7	68.0	67.4	60.8	55.5	49.4	39.2	53.3
1966	41.3	42.1	46.6	52.5	55.2	62.6	66.7	67.2	64.6	53.5	47.5	45.1	53.7
1967	44.4	44.6	45.0	45.9	55.7	64.8	68.8	72.0	66.0	54.4	46.9	42.4	54.2
1968	41.5	48.9	49.1	48.5	55.5	61.6	68.7	66.4	62.2	52.9	48.2	41.0	53.7
1969	36.9	40.7	47.6	50.2	60.1	65.3	66.5	64.6	61.3	50.6	45.6	43.1	52.7
1970	42.5	46.5	46.8	46.9	56.1	65.4	69.9	67.6	60.2	52.6	45.6	40.0	53.2
1971	40.1	41.1	43.1	48.3	58.5	57.8	66.7	68.2	59.2	49.5	43.5	38.7	50.9
1972	37.9	43.5	48.6	46.6	56.9	60.9	69.0	69.1	59.0	51.1	47.0	34.3	52.0
1973	38.3	44.5	44.9	49.9	55.9	61.7	67.7	64.0	62.7	52.7	44.3	43.4	52.5
1974	39.3	43.2	49.5	52.6	56.1	63.9	67.9	68.9	67.6	55.0	48.7	45.7	54.9
1975	45.9	43.5	44.7	46.4	55.8	61.1	68.5	64.5	66.1	55.0	46.2	43.0	53.4
1976	42.0	41.9	44.3	48.8	54.6	58.1	67.7	68.1	63.8	54.0	47.6	37.7	52.2
1977	38.9	44.5	44.9	50.7	51.3	61.0	64.7	69.7	59.4	52.5	43.5	43.0	52.0
1978	42.5	44.2	48.4	48.1	52.7	62.5	66.4	66.1	59.6	53.0	39.3	35.2	51.5
1979	31.5	42.9	48.8	50.4	55.5	60.0	67.3	65.5	63.6	56.5	42.8	43.0	52.3
1980	35.7	42.9	45.5	50.8	53.2	57.5	66.8	63.5	61.9	54.1	46.4	42.3	51.7
1981	40.4	43.4	45.9	49.9	54.4	59.5	64.8	68.2	62.0	50.2	45.4	41.8	52.2
1982	36.2	41.3	44.1	46.4	53.9	62.2	64.4	66.5	60.9	52.2	40.8	39.3	50.7
RECORD MEAN	39.2	43.2	45.8	49.8	55.3	61.1	66.7	66.2	62.0	53.1	45.2	41.1	52.4
MAX	45.6	51.2	55.0	60.6	67.5	74.0	82.4	81.4	76.5	64.2	52.7	47.2	63.2
MIN	32.8	35.2	36.3	38.9	43.1	48.1	50.9	51.0	47.4	41.9	37.7	35.0	41.5

Heating Degree Days

Season	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
1962-63	71	45	80	379	507	691	943	437	589	515	288	169	4714
#1963-64	71	25	44	289	530	694	691	671	610	505	360	193	4646
1964-65	40	45	120	287	646	753	744	572	522	389	358	138	4601
1965-66	31	17	132	288	461	791	728	634	565	368	295	108	4418
1966-67	25	31	53	357	517	611	633	566	614	564	285	64	4319
1967-68	5	1	28	322	538	691	722	461	466	487	287	123	4153
1968-69	9	39	100	366	497	734	867	673	536	438	160	44	4467
1969-70	17	44	134	440	576	673	692	568	557	534	272	78	4585
1970-71	11	31	135	374	576	769	767	644	671	496	318	212	5004
1971-72	60	23	169	476	638	811	834	617	503	547	256	123	5055
1972-73	23	27	202	420	536	945	825	567	615	444	276	132	5016
1973-74	29	77	90	374	614	666	790	608	672	364	270	84	4638
1974-75	29	16	25	305	480	589	585	595	623	548	244	138	4227
1975-76	18	56	40	307	557	676	707	644	636	478	316	210	4645
1976-77	10	38	58	340	518	840	801	567	615	422	417	126	4752
1977-78	88	20	178	385	637	675	690	478	598	503	375	102	4717
1978-79	52	48	165	366	763	919	1029	614	496	432	288	159	5331
1979-80	33	19	50	257	673	671	901	634	599	421	361	219	4838
1980-81	29	65	101	344	551	697	752	599	585	446	321	164	4654
1981-82	66	33	121	450	580	710	887	657	642	551	335	124	5156
1982-83	67	20	137	392	719	791							

Cooling Degree Days

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
1969	0	0	0	0	12	60	72	37	33	0	0	0	214
1970	0	0	0	0	4	93	173	99	1	0	0	0	370
1971	0	0	0	0	0	3	119	129	2	0	0	0	253
1972	0	0	0	0	11	6	156	159	26	0	0	0	358
1973	0	0	0	0	2	38	119	50	26	0	0	0	235
1974	0	0	0	0	3	57	127	143	110	0	0	0	440
1975	0	0	0	0	3	25	135	47	82	1	0	0	293
1976	0	0	0	0	3	12	101	82	30	3	0	0	231
1977	0	0	0	0	0	10	52	177	12	0	0	0	251
1978	0	0	0	0	2	34	101	88	10	0	0	0	235
1979	0	0	0	0	0	16	111	40	15	0	0	0	182
1980	0	0	0	0	0	0	91	23	16	12	0	0	142
1981	0	0	0	1	0	4	63	138	38	0	0	0	244
1982	0	0	0	0	0	51	59	73	20	0	0	0	203

Precipitation

Year	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Annual
1943	6.10	2.14	4.70	2.98	1.28	2.16	0.27	1.70	0.06	5.67	2.81	3.26	33.13
1944	2.66	3.35	1.42	2.93	1.60	0.49	0.01	0.05	1.22	1.26	5.58	2.69	23.26
1945	4.46	5.56	6.72	3.46	2.93	0.04	0.17	0.39	0.91	1.75	11.60	7.70	45.69
1946	5.92	4.50	5.94	0.84	1.35	1.25	0.46	0.02	2.70	4.98	8.64	6.08	40.68
1947	3.75	3.08	6.40	2.54	0.47	3.62	2.63	0.68	0.96	10.14	2.94	3.90	41.11
1948	8.35	6.71	4.33	3.09	3.25	1.10	0.49	0.56	2.52	2.06	6.19	8.67	47.32
1949	1.68	9.73	3.52	0.83	2.65	0.32	0.01	0.08	0.73	1.94	5.92	5.04	32.45
1950	12.92	5.28	5.03	1.44	0.95	1.27	0.10	0.43	0.92	12.66	9.43	4.56	54.99
1951	8.85	5.23	3.90	0.55	1.75	T	0.01	0.51	1.22	5.73	7.40	7.82	42.97
1952	6.16	4.33	1.90	1.29	0.29	4.76	T	0.09	0.74	0.62	1.71	7.37	29.26
#1953	11.13	5.41	4.88	2.55	4.41	1.63	T	1.09	1.03	3.05	6.51	7.40	49.79
1954	12.43	3.65	2.90	2.55	0.59	1.51	0.19	0.83	0.95	2.74	4.66	4.83	37.83
1955	3.26	2.06	3.04	4.65	0.45	0.86	0.62	T	1.38	6.89	6.69	19.49	49.59
1956	10.89	5.29	4.83	0.97	2.17	1.05	T	0.47	0.74	8.33	1.20	4.56	40.50
1957	2.98	5.87	8.66	2.16	3.11	0.85	0.19	0.54	1.03	3.17	2.81	12.82	44.15
1958	9.35	10.14	2.32	3.18	1.53	2.14	T	0.03	1.48	2.34	7.87	4.01	44.39
1959	12.39	5.41	3.61	0.90	2.16	0.80	0.32	0.06	0.88	2.23	1.42	2.76	32.94
1960	4.83	6.54	9.81	3.29	4.44	0.07	T	0.47	0.75	1.65	12.02	3.21	47.08
1961	8.25	11.58	8.42	1.48	2.87	0.76	0.32	0.34	1.12	4.31	9.36	7.37	53.18
1962	1.39	4.53	7.07	3.06	1.92	0.66	T	1.18	1.93	6.33	6.34	3.03	37.44
1963	2.55	5.27	7.17	5.23	3.95	1.40	0.32	0.17	2.19	2.39	7.87	3.09	41.60
1964	14.83	0.86	4.53	1.28	0.90	1.29	0.54	0.27	0.73	1.03	10.70	20.99	57.95
1965	9.92	1.60	0.79	2.92	0.90	0.44	0.24	0.90	T	2.43	7.43	7.69	35.26
1966	10.97	1.83	5.95	0.52	0.54	0.23	0.49	0.02	1.44	1.93	9.10	8.31	41.29
1967	10.33	2.13	2.90	3.02	1.59	1.70	0.00	0.00	1.43	5.10	3.22	4.99	36.81
1968	7.53	6.32	3.91	1.04	2.86	0.96	0.07	5.79	2.57	5.99	7.02	12.52	56.55
1969	12.67	3.21	2.74	2.92	2.38	3.13	T	T	2.05	4.22	2.74	11.68	47.74
1970	14.38	3.37	2.45	3.04	0.80	0.76	T	T	1.19	4.30	8.23	11.57	50.09
1971	10.83	5.11	7.99	4.49	2.52	3.10	T	1.33	3.04	3.32	9.44	9.46	60.67
1972	12.48	6.52	7.63	5.80	2.94	1.91	0.02	1.10	2.71	1.31	3.76	10.78	57.56
1973	6.20	2.09	5.18	1.67	0.86	1.35	T	0.80	2.48	2.37	20.48	11.82	55.30
1974	12.80	8.42	12.46	2.47	1.12	0.37	1.37	0.42	0.08	1.59	6.42	9.26	56.78
1975	8.93	6.79	7.56	2.90	2.16	0.88	1.18	2.09	T	5.69	8.47	7.12	51.77
1976	9.82	7.66	6.23	1.89	0.94	0.21	0.47	2.04	1.13	1.87	1.33	1.24	34.78
1977	1.11	5.05	4.66	1.47	2.84	0.97	0.11	1.70	2.39	2.87	9.14	14.60	46.91
1978	9.05	3.25	1.68	6.56	2.12	0.74	0.77	2.17	3.45	0.29	6.61	2.86	39.50
1979	2.98	9.52	3.12	4.71	2.61	0.56	0.41	3.46	2.32	8.12	6.09	7.38	51.28
1980	7.45	4.60	5.11	4.20	1.39	2.06	0.39	0.02	0.75	1.90	8.66	14.73	51.34
1981	2.13	4.35	4.16	2.69	3.27	3.51	0.04	T	3.15	5.42	9.51	17.63	55.90
1982	9.31	8.14	4.88	6.89	0.26	1.92	0.54	0.72	2.81	3.95	7.07	13.53	60.02
RECORD MEAN	7.73	5.16	5.01	2.76	1.93	1.32	0.37	0.83	1.49	3.85	6.86	8.15	45.41

Snowfall

Season	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
1943-44	0.0	0.0	0.0	0.0	0.0	0.0	T	0.0	T	T	0.0	0.0	T
1944-45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	0.0	0.0	0.0	T
1945-46	0.0	0.0	0.0	0.0	T	T	0.2	T	T	0.0	0.0	0.0	0.2
1946-47	0.0	0.0	0.0	0.0	T	T	1.2	0.0	0.0	0.0	0.0	0.0	1.2
1947-48	0.0	0.0	0.0	0.0	0.0	0.0	0.7	T	T	T	0.0	0.0	0.7
1948-49	0.0	0.0	0.0	0.0	0.0	1.0	7.4	4.8	0.0	0.0	0.0	0.0	13.2
1949-50	0.0	0.0	0.0	0.0	0.0	T	36.1	0.6	0.1	0.0	0.0	0.0	36.8
1950-51	0.0	0.0	0.0	0.0	T	0.0	1.4	0.4	10.8	0.0	0.0	0.0	12.6
1951-52	0.0	0.0	0.0	0.0	0.0	3.5	3.8	1.0	T	0.0	0.0	0.0	8.3
#1952-53	0.0	0.0	0.0	0.0	0.0	T	0.0	T	T	0.0	0.0	0.0	T
1953-54	0.0	0.0	0.0	0.0	0.0	T	10.5	T	1.5	0.0	0.0	0.0	12.0
1954-55	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.3	T	T	0.0	0.0	0.7
1955-56	0.0	0.0	0.0	0.0	6.0	T	2.5	1.1	2.0	0.0	0.0	0.0	11.6
1956-57	0.0	0.0	0.0	T	0.0	5.2	7.9	T	T	0.0	0.0	0.0	13.1
1957-58	0.0	0.0	0.0	0.0	0.0	T	0.0	0.0	T	0.0	0.0	0.0	T
1958-59	0.0	0.0	0.0	0.0	T	0.0	1.2	T	0.0	0.0	0.0	0.0	1.2
1959-60	0.0	0.0	0.0	0.0	0.0	T	T	0.0	3.9	0.0	0.0	0.0	3.9
1960-61	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1961-62	0.0	0.0	0.0	0.0	2.0	0.0	2.0	T	1.9	T	0.0	0.0	5.9
1962-63	0.0	0.0	0.0	0.0	0.0	0.0	3.9	0.0	T	T	0.0	0.0	3.9
1963-64	0.0	0.0	0.0	0.0	0.0	0.0	T	0.0	T	0.0	0.0	0.0	T
1964-65	0.0	0.0	0.0	0.0	T	10.2	4.9	T	T	0.0	0.0	0.0	15.1
1965-66	0.0	0.0	0.0	0.0	0.0	4.8	0.1	0.3	2.5	0.0	0.0	0.0	7.7
1966-67	0.0	0.0	0.0	0.0	0.0	0.0	T	0.7	T	T	0.0	0.0	0.7
1967-68	0.0	0.0	0.0	0.0	0.0	1.1	3.6	0.0	0.0	0.0	0.0	0.0	4.7
1968-69	0.0	0.0	0.0	0.0	T	2.3	47.1	T	0.0	0.0	0.0	0.0	49.4
1969-70	0.0	0.0	0.0	0.0	0.0	0.0	0.2	T	T	T	0.0	0.0	0.2
1970-71	0.0	0.0	0.0	0.0	T	0.1	18.9	4.5	0.8	T	0.0	0.0	24.3
1971-72	0.0	0.0	T	T	0.0	1.2	1.2	T	0.5	T	0.0	0.0	2.9
1972-73	0.0	0.0	0.0	0.0	0.0	9.9	1.1	0.0	T	T	0.0	0.0	11.0
1973-74	0.0	0.0	0.0	0.0	1.5	T	T	0.4	T	0.0	T	0.0	1.9
1974-75	0.0	0.0	0.0	0.0	0.0	T	4.0	T	T	T	T	0.0	4.0
1975-76	0.0	0.0	0.0	0.0	T	2.8	T	T	1.3	T	0.0	0.0	4.1
1976-77	0.0	0.0	0.0	0.0	0.0	0.0	0.0	T	T	0.0	T	0.0	T
1977-78	0.0	0.0	0.0	0.0	0.2	0.0	T	T	0.0	T	0.0	0.0	0.2
1978-79	0.0	0.0	0.0	0.0	1.0	T	T	T	0.0	T	0.0	0.0	1.0
1979-80	0.0	0.0	0.0	0.0	0.0	T	T	0.0	T	0.0	0.0	0.0	T
1980-81	0.0	0.0	0.0	0.0	0.0	T	0.0	0.0	T	T	T	T	T
1981-82	0.0	0.0	0.0	0.0	T	T	5.0	2.1	T	T	0.0	0.0	7.1
1982-83	0.0	0.0	0.0	T	0.0	T							
RECORD MEAN	0.0	0.0	T	T	0.3	1.1	4.5	0.4	0.6	T	T	T	6.9

# Indicates a station move or relocation of instruments. See Station Location table.

Record mean values above are means through the current year for the period beginning in 1943. Data are from Cooperative locations through 1939 and from Airport locations thereafter.

C.3

STATION LOCATION

EUGENE, OREGON

						Elevation above										
						Sea level	Ground									
Location	Occupied from	Occupied to	Airline distance and direction from previous location	Latitude North	Longitude West	Ground at temperature site	Wind instruments	Extreme thermometers	Psychrometer	Sunshine Switch	Tipping bucket rain gage	Weighing rain gage	8" rain gage	Hygrothermometer	Automatic Observing Equipment *	Remarks * Type M = AMOS T = AUTOB
COOPERATIVE																
Near Villard Hall U of O Campus	10/1890	3/1912	NA	44° 03'	123° 05'	449		4					4			Several instrument sites in vicinity during period.
533 East 10th Street	4/1912	8/13/15	0.5 mi. NW	44° 03'	123° 05'	449		4					4			
Kincaid Park	8/13/15	9/1917	1.5 mi.ESE	44° 03'	123° 03'	550		4					4			
774 Mill Race Drive (Mill and Alder)	10/1917	11/1919	1.5 mi.WSW	44° 03'	123° 05'	450		4					4			
477 Third Avenue East	12/1919	1/1/25	0.75 mi.NNW	44° 03'	123° 05'	450		4					4			
345 Mill Street	1/1/25	6/30/45	1 block SW	44° 03'	123° 05'	450		4					4			
AIRPORT																
Administration Building Eugene Air Park	9/11/28	12/21/42	2 mi. SW	44° 02'	123° 07'	429	60	4	4				4			Instrumental equipment gradually installed in 1938.
UAL Building Mahlon Sweet Field	12/21/42	7/15/53	7.8 mi. NW	44° 07'	123° 13'	364	34	4	4			4	4			
Administration Building Mahlon Sweet Field	7/15/53	Present	0.5 mi.NNE	44° 07'	123° 13'	361 d359	53 a20	4 b4	4 b4	NA	NA	3 b3 e5	3 b3	NA c4	NA	a - Moved to field 6/20/62. b - Minor move 12/6/62. c - Commissioned 2000' NW of thermometer site 7/31/63. d - Effective 7/31/63. e - Minor move 12/10/68.

SUBSCRIPTION:
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Acting Director
National Climatic Data Center

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JUL 1983 24221
EUGENE, OREGON
MAHLON SWEET FIELD

JUL 1983
EUGENE, OREGON

LOCAL CLIMATOLOGICAL DATA

Monthly Summary

DEPARTMENT OF COMMERCE • UNITED STATES OF AMERICA

NATIONAL WEATHER SERVICE OFC

LATITUDE 44° 07' N LONGITUDE 123° 13' W ELEVATION (GROUND) 359 FEET TIME ZONE PACIFIC WBAN #24221

DATE	TEMPERATURE °F MAXIMUM	MINIMUM	AVERAGE	DEPARTURE FROM NORMAL	AVERAGE DEW POINT	DEGREE DAYS BASE 65°F HEATING (SEASON BEGINS WITH JUL)	COOLING (SEASON BEGINS WITH JAN)	WEATHER TYPES 1 FOG 2 HEAVY FOG 3 THUNDERSTORM 4 ICE PELLETS 5 HAIL 6 GLAZE 7 DUSTSTORM 8 SMOKE, HAZE 9 BLOWING SNOW	SNOW ICE PELLETS OR ICE ON GROUND AT 04AM INCHES	PRECIPITATION WATER EQUIVALENT (INCHES)	SNOW, ICE PELLETS (INCHES)	AVERAGE STATION PRESSURE IN INCHES ELEV. 373 FEET ABOVE M.S.L.	WIND (M.P.H.) RESULTANT DIR.	RESULTANT SPEED	AVERAGE SPEED	FASTEST MILE SPEED	FASTEST MILE DIRECTION	SUNSHINE MINUTES	PERCENT OF TOTAL POSSIBLE	SKY COVER (TENTHS) SUNRISE TO SUNSET	MIDNIGHT TO MIDNIGHT	DATE
1	2	3	4	5	6	7A	7B	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	67	51	59	-6	54	6	0	1	0	.96	0	29.38	19	9.4	11.2	16	22			9	9	1
2	66	49	58	-7	51	7	0		0	.08	0	29.65	20	6.5	8.8	14	17			10	9	2
3	75	46	61	-4	51	4	0	1	0	0	0	29.73	21	.9	5.5	8	14			5	5	3
4	81	45	63	-2	55	2	0	2	0	0	0	29.67	32	3.8	6.9	13	29			3	3	4
5	67	51	59	-7	55	6	0	1	0	.06	0	29.62	33	4.1	6.0	12	02			9	9	5
6	68	52	60	-6	50	5	0		0	T	0	29.58	23	5.8	9.1	15	22			9	9	6
7	63	51	57	-9	51	8	0		0	.24	0	29.61	23	2.6	5.6	16	26			10	10	7
8	65	47	56*	-10	51	9	0		0	16	0	29 82	22	1.8	5.9	14	27			8	8	8
9	74	41*	58	-8	48	7	0	1	0	0	0	29.97	35	2.9	5.6	12	35			4	3	9
10	79	46	63	-3	51	2	0		0	0	0	29.92	01	2.9	6.0	10	36			5	4	10
11	88	47	68	1	55	0	3		0	0	0	29.69	24	3.3	4.5	13	22			3	3	11
12	74	58	66	-1	57	0	1	1	0	T	0	29.65	21	7.9	10.1	15	24			10	9	12
13	71	52	62	-5	57	3	0		0	T	0	29.60	25	7.9	9.8	15	28			10	9	13
14	69	46	58	-9	49	7	0		0	T	0	29.81	30	2.0	7.3	16	32			7	5	14
15	72	45	59	-8	48	6	0		0	0	0	29.73	32	3.0	5.2	12	31			8	7	15
16	75	50	63	-4	51	2	0		0	0	0	29.48	35	4.8	5.6	14	36			9	9	16
17	75	50	63	-4	54	2	0	3	0	.07	0	29.45	21	7.3	8.6	17	26			7	7	17
18	75	55	65	-2	58	0	0	3	0	.15	0	29.49	30	4.1	7.1	12	22			9	10	18
19	74	56	65	-2	55	0	0	3	0	T	0	29.61	24	7.5	8.8	14	23			9	9	19
20	78	53	66	-1	53	0	1		0	0	0	29.76	16	3.5	8.2	13	36			3	3	20
21	84	47	66	-1	54	0	1	1	0	0	0	29 68	01	6.4	7.8	15	02			4	2	21
22	82	53	68	0	58	0	3	1	0	T	0	29.62	21	4.8	7.2	14	26			3	2	22
23	79	55	67	-1	56	0	2		0	T	0	29.63	29	3.0	6.6	12	27			9	9	23
24	69	58	64	-4	54	1	0		0	0	0	29.61	28	5.0	7.6	13	25			10	10	24
25	73	57	65	-3	54	0	0		0	T	0	29.67	27	2.5	5.5	9	27			9	9	25
26	78	53	66	-2	54	0	1		0	0	0	29.66	22	5.0	6.6	12	23			8	9	26
27	70	57	64	-4	57	1	0	1	0	.05	0	29.64	21	6.0	8.8	14	27			10	10	27
28	76	55	66	-2	57	0	1	1	0	T	0	29.73	34	5.4	7.1	14	34			10	9	28
29	83	47	65	-3	54	0	0		0	T	0	29.75	36	6.8	6.9	15	35			1	1	29
30	92*	55	74*	7	59	0	9	8	0	0	0	29 63	26	3.6	5.6	15	25			0	0	30
31	74	58	66	-1	58	0	1		0	0	0	29.69	23	7 4	7.9	12	19			10	9	31

MAXIMUM	MINIMUM	AVERAGE	DEPARTURE	DEW POINT	HEATING	COOLING
SUM	SUM	—	—	—	TOTAL	TOTAL
2316	1586	—	—	—	78	23
AVG	AVG	AVG	DEP	AVG	DEP	DEP
74.7	51.2	63.0	-3.8	54	34	-77
NUMBER OF DAYS					SEASON TO DATE	
					TOTAL	TOTAL
MAXIMUM TEMP		MINIMUM TEMP.			78	43
≥ 90°	≤ 32°	≤ 32°	≤ 0°		DEP.	DEP
1	0	0	0		34	-85

NUMBER OF DAYS	
PRECIPITATION ≥ .01 INCH	8
SNOW, ICE PELLETS ≥ 1.0 INCH	0
THUNDERSTORMS	3
HEAVY FOG	1
CLEAR 6 PARTLY CLOUDY 6	CLOUDY 19

PRECIPITATION WATER EQUIVALENT	SNOW, ICE PELLETS	PRESSURE	RESULTANT DIR.	RESULTANT SPEED	AVERAGE SPEED	FASTEST MILE SPEED	FASTEST MILE DIRECTION	SUNSHINE	%	SKY COVER SUNRISE TO SUNSET	MIDNIGHT TO MIDNIGHT
TOTAL	TOTAL	FOR THE MONTH:						TOTAL	% FOR MONTH	SUM	SUM
1 77	0	29 66	25	2.6	7.2	17	26			221	210
DEP	—	—	—	—	—	DATE: 17		POSSIBLE		AVG	AVG
1.50	—	—	—	—	—	—				7.1	6.8

GREATEST IN 24 HOURS AND DATES			GREATEST DEPTH ON GROUND OF SNOW, ICE PELLETS OR ICE AND DATE	
PRECIPITATION		SNOW, ICE PELLETS		
1 26	30- 1	0	0	

* EXTREME FOR THE MONTH - LAST OCCURRENCE IF MORE THAN ONE.
T TRACE AMOUNT.
+ ALSO ON EARLIER DATE(S).
HEAVY FOG: VISIBILITY 1/4 MILE OR LESS.
BLANK ENTRIES DENOTE MISSING OR UNREPORTED DATA.

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I CERTIFY THAT THIS IS AN OFFICIAL PUBLICATION OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, AND IS COMPILED FROM RECORDS ON FILE AT THE NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, NORTH CAROLINA, 28801

L. Ray Hoxit
ACTING DIRECTOR
NATIONAL CLIMATIC DATA CENTER

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL ENVIRONMENTAL SATELLITE, DATA AND INFORMATION SERVICE
NATIONAL CLIMATIC DATA CENTER ASHEVILLE NORTH CAROLINA

C.5

JUN 1983
EUGENE, OREGON

JUN 1983 24221
EUGENE, OREGON
MAHLON SWEET FIELD.

ISSN 0198-4144

LOCAL CLIMATOLOGICAL DATA
Monthly Summary

DEPARTMENT OF COMMERCE
UNITED STATES OF AMERICA

NATIONAL WEATHER SERVICE OFC

LATITUDE 44° 07' N ~ LONGITUDE 123° 13' W ELEVATION (GROUND) 359 FEET TIME ZONE PACIFIC WBAN #24221

DATE 1	TEMPERATURE °F MAXIMUM 2	MINIMUM 3	AVERAGE 4	DEPARTURE FROM NORMAL 5	AVERAGE DEW POINT 6	DEGREE DAYS BASE 65°F HEATING (SEASON BEGINS WITH JUL) 7A	COOLING (SEASON BEGINS WITH JAN) 7B	WEATHER TYPES 1 FOG 2 HEAVY FOG 3 THUNDERSTORM 4 ICE PELLETS 5 HAIL 6 GLAZE 7 DUSTSTORM 8 SMOKE, HAZE 9 BLOWING SNOW 8	SNOW ICE PELLETS OR ICE ON GROUND AT 04AM INCHES 9	PRECIPITATION WATER EQUIVALENT (INCHES) 10	SNOW, ICE PELLETS (INCHES) 11	AVERAGE STATION PRESSURE IN INCHES ELEV. 373 FEET ABOVE M.S.L 12	WIND (M.P.H.) RESULTANT DIR. 13	RESULTANT SPEED 14	AVERAGE SPEED 15	FASTEST MILE SPEED 16	FASTEST MILE DIRECTION 17	SUNSHINE MINUTES 18	PERCENT OF TOTAL POSSIBLE 19	SKY COVER (TENTHS) SUNRISE TO SUNSET 20	MIDNIGHT TO MIDNIGHT 21	DATE 22
1	59	49	54	-4	51	11	0		0	.05	0	29.51	21	2.0	4.3	6	18			10	10	1
2	67	47	57	-1	50	8	0		0	0	0	29.65	31	1.5	4.3	12	31			9	8	2
3	68	41	55	-3	47	10	0		0	0	0	29.76	36	8.4	9.2	15	03			4	3	3
4	69	41	55	-4	47	10	0		0	0	0	29.83	01	9.0	9.2	14	36			6	4	4
5	74	43	59	0	49	6	0		0	0	0	29.87	36	7.8	8.2	14	01			3	3	5
6	78	47	63	4	53	2	0		0	0	0	29.70	01	9.3	9.6	16	01			1	1	6
7	84*	50	67*	8	56	0	2		0	0	0	29.43	36	5.1	6.2	13	01			4	3	7
8	75	52	64	5	53	1	0		0	0	0	29.49	22	9.9	10.4	15	22			8	7	8
9	70	52	61	1	51	4	0		0	.11	0	29.57	23	8.6	10.2	16	26			10	10	9
10	63	47	55	-5	51	10	0	1	0	.50	0	29.60	19	7.9	9.6	16	19			9	8	10
11	67	41	54	-6	47	11	0		0	0	0	29.66	23	5.3	8.5	15	27			8	6	11
12	73	40	57	-3	47	8	0	1	0	0	0	29.72	35	2.5	5.3	12	01			5	5	12
13	80	43	62	1	51	3	0		0	0	0	29.65	01	3.8	5.2	13	36			2	3	13
14	66	49	58	-3	54	7	0	1	0	.35	0	29.55	19	6.6	7.8	14	27			10	9	14
15	72	48	60	-1	50	5	0	1	0	T	0	29.76	17	1.1	6.6	7	36			8	7	15
16	74	44	59	-2	53	6	0		0	0	0	29.58	35	4.6	7.1	12	24			10	8	16
17	63	50	57	-4	50	8	0		0	.06	0	29.56	21	10.2	11.1	15	22			9	9	17
18	66	49	58	-4	48	7	0		0	.02	0	29.74	21	8.0	10.1	18	27			9	9	18
19	63	49	56	-6	50	9	0		0	.08	0	29.76	20	3.7	7.3	16	27			10	10	19
20	69	42	56	-6	47	9	0	2	0	0	0	29.66	02	3.3	6.6	14	35			6	5	20
21	75	38*	57	-5	48	8	0	2	0	0	0	29.60	31	2.4	5.6	13	26			6	6	21
22	66	53	60	-3	50	5	0	1	0	.01	0	29.60	23	8.1	9.4	14	24			10	10	22
23	64	44	54*	-9	48	11	0		0	.11	0	29.68	22	6.5	8.1	16	26			8	8	23
24	73	43	58	-5	48	7	0		0	0	0	29.77	31	1.8	7.8	17	36			3	3	24
25	76	44	60	-3	52	5	0		0	T	0	29.63	35	2.4	4.8	12	36			10	9	25
26	71	54	63	0	54	2	0		0	T	0	29.59	35	1.5	5.3	9	01			10	9	26
27	79	53	66	2	54	0	1		0	0	0	29.68	01	4.0	5.6	12	34			8	7	27
28	74	48	61	-3	54	4	0	1	0	.08	0	29.66	23	6.0	6.5	14	26			9	8	28
29	72	52	62	-2	53	3	0		0	T	0	29.58	24	7.9	9.1	20	28			7	7	29
30	62	49	56	-8	53	9	0	1	0	.41	0	29.49	19	8.0	8.6	12	18			10	10	30
	SUM	SUM				TOTAL	TOTAL	NUMBER OF DAYS		TOTAL	TOTAL	FOR THE MONTH:						TOTAL	% FOR MONTH	SUM	SUM	
	2112	1402				189	3			1.78	0	29.64	25	1.9	7.6	20	28			222	205	
	AVG	AVG	AVG	DEP	AVG	DEP	DEP	PRECIPITATION		DEP						DATE: 29		POSSIBLE		AVG	AVG	
	70.4	46.7	58.6	-2.5	50	56	-25	≥ .01 INCH 11		0.54										7.4	6.8	

NUMBER OF DAYS				SEASON TO DATE		NUMBER OF DAYS	
MAXIMUM TEMP		MINIMUM TEMP		TOTAL	TOTAL	SNOW, ICE PELLETS ≥ 1.0 INCH	0
≥ 90°	≤ 32°	≤ 32°	≤ 0°	4852	20	THUNDERSTORMS	0
				DEP	DEP	HEAVY FOG	2
0	0	0	0	113	-8	CLEAR 4 PARTLY CLOUDY 7 CLOUDY 19	

GREATEST IN 24 HOURS AND DATES				GREATEST DEPTH ON GROUND OF SNOW, ICE PELLETS OR ICE AND DATE	
PRECIPITATION		SNOW, ICE PELLETS			
.61	9-10	0		0	

* EXTREME FOR THE MONTH - LAST OCCURRENCE IF MORE THAN ONE.
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C. 6

MAY 1983 EUGENE, OREGON

MAY 1983 24221
EUGENE, OREGON
MAHLON SWEET FIELD

ISSN 0198-4144

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1	58	39	49	-3	46	16	0		0	0	0	29.71	24	6.7	7.3	12	26			10	9	1
2	59	39	49	-3	44	16	0		0	T	0	29.89	21	4.2	5.3	14	22			10	10	2
3	64	44	54	1	45	11	0		0	0	0	29.81	36	3.5	3.6	8	01			5	5	3
4	59	37	48	-5	44	17	0	2	0	0	0	29.51	24	3.7	3.9	9	27			10	8	4
5	62	41	52	-1	46	13	0		0	.22	0	29.42	23	1.9	6.0	12	26			10	9	5
6	60	37	49	-4	45	16	0		0	.19	0	29.64	19	7.9	9.9	18	17			10	9	6
7	56	42	49	-4	44	16	0	1	0	.47	0	29.68	20	9.6	11.1	16	19			9	9	7
8	51	39	45	-9	41	20	0	1	0	.34	0	29.69	20	9.2	10.2	15	21			9	10	8
9	52	37	45*	-9	41	20	0		0	.29	0	29.84	23	3.8	6.3	10	22			9	9	9
10	62	36*	49	-5	42	16	0		0	0	0	29.89	03	1.6	4.9	10	35			7	6	10
11	65	42	54	0	47	11	0		0	0	0	29.81	36	3.8	5.2	9	02			6	6	11
12	73	39	56	2	47	9	0	2 8	0	0	0	29.65	03	3.2	4.6	9	03			7	5	12
13	73	45	59	4	49	6	0		0	T	0	29.67	23	3.8	7.6	12	24			3	3	13
14	60	49	55	0	48	10	0	1	0	.15	0	29.77	23	8.7	9.4	16	22			10	10	14
15	60	42	51	-4	45	[illegible]	0		0	T	0	29.85	25	9.3	9.8	15	28			9	9	15
16	66	42	54	-1	45	11	0		0	0	0	29.92	36	2.9	4.8	13	34			6	5	16
17	68	37	53	-2	46	12	0	2	0	0	0	29.92	03	3.3	4.5	9	36			9	8	17
18	68	46	57	2	47	8	0		0	0	0	29.92	03	4.6	5.0	12	08			9	7	18
19	73	42	58	[illegible]	47	7	0		0	0	0	29.89	36	9.8	9.9	18	01			1	1	19
20	80	44	62	[illegible]	53	3	0		0	0	0	29.77	01	4.8	6.5	13	36			0	0	20
21	74	44	59	[illegible]	49	6	0		0	0	0	29.71	35	9.5	9.6	14	36			1	0	21
22	78	43	61	5	54	4	0		0	0	0	29.57	36	5.5	7.5	13	36			2	1	22
23	87	49	68	12	57	0	3	1	0	0	0	29.49	35	2.8	5.3	12	23			0	0	23
24	86	51	69	12	54	0	4		0	0	0	29.54	21	5.5	8.2	14	22			1	1	24
25	75	51	63	6	54	2	0	1	0	T	0	29.60	33	3.3	6.3	12	22			6	4	25
26	79	44	62	5	54	3	0	1	0	0	0	29.51	01	6.5	6.6	16	36			1	0	26
27	86	45	66	[illegible]	57	0	1	1 8	0	0	0	29.43	35	4.2	4.3	12	35			4	4	27
28	92*	56	74*	17	60	0	9	3	0	T	0	29.41	29	2.8	7.3	15	24			6	6	28
29	69	53	61	[illegible]	52	4	0		0	0	0	29.57	25	11.1	11.5	23	23			5	5	29
30	64	54	59	1	51	6	0	1	0	07	0	29.63	35	3.3	5.0	10	05			10	10	30
31	58	52	55	-3	52	10	0	1	0	08	0	29.53	31	5.1	6.3	10	33			10	10	31
	SUM	SUM				TOTAL	TOTAL	NUMBER OF DAYS		TOTAL	TOTAL	FOR THE MONTH:						TOTAL	% FOR MONTH	SUM	SUM	
	2117	1361				287	17			1.81	0	29.69	29	1.9	6.9	23	23			195	179	
	AVG	AVG	AVG	DEP	AVG	DEP	DEP	PRECIPITATION ≥ .01 INCH	8	DEP						DATE: 29		POSSIBLE		AVG	AVG	
	68.3	43.9	56.1	1.0	49	-2	17			-0.16										6.3	5.8	

NUMBER OF DAYS				SEASON TO DATE	
				TOTAL	TOTAL
MAXIMUM TEMP		MINIMUM TEMP		4663	17
≥ 90°	≤ 32°	≤ 32°	≤ 0°	DEP	DEP
1	0	0	0	57	17

NUMBER OF DAYS	
SNOW, ICE PELLETS ≥ 1.0 INCH	0
THUNDERSTORMS	1
HEAVY FOG	3
CLEAR 8	PARTLY CLOUDY 9 CLOUDY 14

GREATEST IN 24 HOURS AND DATES			GREATEST DEPTH ON GROUND OF SNOW, ICE PELLETS OR ICE AND DATE
PRECIPITATION		SNOW, ICE PELLETS	
.61	6-7	0	0

* EXTREME FOR THE MONTH - LAST OCCURRENCE IF MORE THAN ONE.
T TRACE AMOUNT.
• ALSO ON EARLIER DATE(S).
HEAVY FOG: VISIBILITY 1/4 MILE OR LESS.
BLANK ENTRIES DENOTE MISSING OR UNREPORTED DATA

MAXIMUM TEMP IS NEW RECORD FOR MAY.

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L. Ray Hoxit
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NATIONAL ENVIRONMENTAL SATELLITE, DATA AND INFORMATION SERVICE
NATIONAL CLIMATIC DATA CENTER ASHEVILLE NORTH CAROLINA

C.7

APR 1983 24221
EUGENE, OREGON
MAHLON SWEET FIELD

ISSN 0198-4144

LOCAL CLIMATOLOGICAL DATA

Monthly Summary

NATIONAL WEATHER SERVICE OFC

LATITUDE 44° 07' N LONGITUDE 123° 13' W ELEVATION (GROUND) 359 FEET TIME ZONE PACIFIC WBAN #24221

APR 1983
EUGENE, OREGON

DATE 1	TEMPERATURE °F MAXIMUM 2	MINIMUM 3	AVERAGE 4	DEPARTURE FROM NORMAL 5	AVERAGE DEW POINT 6	DEGREE DAYS BASE 65°F HEATING (SEASON BEGINS WITH JUL) 7A	COOLING (SEASON BEGINS WITH JAN) 7B	WEATHER TYPES (1 FOG, 2 HEAVY FOG, 3 THUNDERSTORM, 4 ICE PELLETS, 5 HAIL, 6 GLAZE, 7 DUSTSTORM, 8 SMOKE, HAZE, 9 BLOWING SNOW) 8	SNOW ICE PELLETS OR ICE ON GROUND AT 04AM INCHES 9	PRECIPITATION WATER EQUIVALENT (INCHES) 10	SNOW, ICE PELLETS (INCHES) 11	AVERAGE STATION PRESSURE IN INCHES ELEV. 373 FEET ABOVE M.S.L. 12	WIND (M.P.H.) RESULTANT DIR. 13	RESULTANT SPEED 14	AVERAGE SPEED 15	FASTEST MILE SPEED 16	FASTEST MILE DIRECTION 17	SUNSHINE MINUTES 18	PERCENT OF TOTAL POSSIBLE 19	SKY COVER (TENTHS) SUNRISE TO SUNSET 20	MIDNIGHT TO MIDNIGHT 21	DATE 22
1	54	40	47	0	44	18	0	1	0	.29	0	29.69	17	5.9	7.3	13	22			10	10	1
2	52	37	45	-3	39	20	0		0	.86	0	29.75	21	7.7	11.4	22	26			9	9	2
3	53	33	43	-5	37	22	0		0	.01	0	29.94	21	.5	6.8	16	36			6	6	3
4	58	31	45	-3	39	20	0	1	0	0	0	29.93	36	4.7	7.2	13	01			5	4	4
5	64	32	48	0	38	17	0		0	0	0	29.82	01	5.5	8.9	17	35			0	0	5
6	68	32	50	2	37	15	0		0	0	0	29.73	09	.4	5.5	9	33			7	6	6
7	57	35	46	-2	41	19	0		0	T	0	29.81	01	1.6	5.5	13	36			10	9	7
8	53	32	43	-5	35	22	0		0	0	0	29.77	01	6.5	6.6	14	36			9	8	8
9	46	35	41*	-8	38	24	0	1	0	.24	0	29.60	19	9.0	9.9	17	23			10	10	9
10	52	34	43	-6	38	22	0	4	0	.41	T	29.65	18	10.1	11.1	21	18			9	8	10
11	55	33	44	-5	36	21	0	1	0	T	0	29.69	06	.4	4.8	21	34			8	8	11
12	55	28	42	-7	35	23	0	2	0	T	0	29.79	32	2.5	5.6	12	36			5	3	12
13	62	27*	45	-4	37	20	0	2	0	0	0	29.80	0[illegible]	2.7	5.5	12	35			2	1	13
14	66	32	49	0	37	16	0		0	0	0	29.73	[illegible]2	.1	4.0	8	29			0	0	14
15	71	33	52	3	39	13	0		0	0	0	29.71	36	[illegible]	6.2	15	36			0	0	15
16	74*	33	54	4	42	11	0		0		0	29.[illegible]7	02	3.7	5.9	12	02			0	0	16
17	72	37	55	5	45	10	0		0		0	29.38	[illegible]	2.1	5.9	21	24			8	7	17
18	73	41	57	7	48	8	0	3	0		0	29.32	[illegible]2	1.3	4.2	16	12			8	8	18
19	68	50	59*	9	51	6	0		0	.07	0	29.3[illegible]	20	5.2	6.6	12	15			9	9	19
20	62	49	56	6	51	9	0	2	0	T	0	29.[illegible]3	23	2.8	4.3	13	30			10	10	20
21	63	48	56	6	46	9	0		0	0	0	29.53	29	1.6	4.5	12	25			10	10	21
22	59	44	52	1	46	13	0	1	0	.34	0	29.48	20	2.3	5.5	18	36			10	10	22
23	56	39	48	-3	44	17	0		0	.08	0	29.42	29	1.8	8.6	16	24			10	10	23
24	59	31	45	-6	38	20	0		0	T	0	29.45	20	2.6	5.9	14	17			7	7	24
25	56	39	48	-3	44	17	0		0	.21	0	29.54	20	8.3	9.2	14	22			8	9	25
26	65	35	50	-1	40	15	0		0	0	0	29.48	36	1.4	4.9	9	14			10	9	26
27	70	35	53	2	43	12	0	3	0	.39	0	29.42	31	3.2	4.9	13	27			5	5	27
28	67	41	54	2	48	11	0	3	0	.45	0	29.39	07	1.2	6.6	16	24			7	7	28
29	66	41	54	2	47	11	0		0	T	0	29.43	03	2.9	7.5	13	36			5	5	29
30	68	44	56	4	47	9	0		0	0	0	29.47	23	4.1	6.3	15	27			4	5	30

SUM	SUM				TOTAL	TOTAL
1844	1101				470	0
AVG	AVG	AVG	DEP	AVG	DEP	DEP
61.5	36.7	49.1	-0.5	42	29	0
NUMBER OF DAYS					SEASON TO DATE	
					TOTAL	TOTAL
MAXIMUM TEMP		MINIMUM TEMP			4376	0
≥ 90°	≤ 32°	≤ 32°	≤ 0°		DEP	DEP
0	0	8	0		59	0

NUMBER OF DAYS
PRECIPITATION ≥ .01 INCH 11
SNOW, ICE PELLETS ≥ 1.0 INCH 0
THUNDERSTORMS 3
HEAVY FOG 3
CLEAR 5 PARTLY CLOUDY 9 CLOUDY 16

TOTAL	TOTAL	FOR THE MONTH:						TOTAL	% FOR MONTH	SUM	SUM
3.35	T	29.60	28	.7	6.6	22	26			201	193
DEP.						DATE	02	POSSIBLE		AVG	AVG
0.59										6.7	6.4

GREATEST IN 24 HOURS AND DATES

PRECIPITATION		SNOW, ICE PELLETS	
1.00	1-2	T	10

GREATEST DEPTH ON GROUND OF SNOW, ICE PELLETS OR ICE AND DATE
0

* EXTREME FOR THE MONTH - LAST OCCURRENCE IF MORE THAN ONE
T TRACE AMOUNT
+ ALSO ON EARLIER DATE(S)
HEAVY FOG: VISIBILITY 1/4 MILE OR LESS
BLANK ENTRIES DENOTE MISSING OR UNREPORTED DATA.

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C, 8

MAR 1983 24221
EUGENE, OREGON
MAHLON SWEET FIELD

ISSN 0198-4144

LOCAL CLIMATOLOGICAL DATA
Monthly Summary

NATIONAL WEATHER SERVICE OFC

LATITUDE 44° 07' N LONGITUDE 123° 13' W ELEVATION (GROUND) 359 FEET TIME ZONE PACIFIC WBAN #24221

MAR 1983
EUGENE, OREGON

DATE 1	TEMPERATURE °F: MAXIMUM 2	MINIMUM 3	AVERAGE 4	DEPARTURE FROM NORMAL 5	AVERAGE DEW POINT 6	DEGREE DAYS BASE 65°F: HEATING (SEASON BEGINS WITH JUL) 7A	COOLING (SEASON BEGINS WITH JAN) 7B	WEATHER TYPES: 1 FOG 2 HEAVY FOG 3 THUNDERSTORM 4 ICE PELLETS 5 HAIL 6 GLAZE 7 DUSTSTORM 8 SMOKE, HAZE 9 BLOWING SNOW 8	SNOW ICE PELLETS OR ICE ON GROUND AT 04AM INCHES 9	PRECIPITATION: WATER EQUIVALENT (INCHES) 10	SNOW, ICE PELLETS (INCHES) 11	AVERAGE STATION PRESSURE IN INCHES ELEV. 373 FEET ABOVE M.S.L. 12	WIND (M.P.H.): RESULTANT DIR. 13	RESULTANT SPEED 14	AVERAGE SPEED 15	FASTEST MILE SPEED 16	FASTEST MILE DIRECTION 17	SUNSHINE: MINUTES 18	PERCENT OF TOTAL POSSIBLE 19	SKY COVER (TENTHS): SUNRISE TO SUNSET 20	MIDNIGHT TO MIDNIGHT 21	DATE 22
1	56	40	48	3	45	17	0	1	0	.25	0	28.97	01	2.0	4.2	10	36			8	8	1
2	50	42	46	1	45	19	0	2	0	.18	0	28.94	03	[illegible]	5.8	10	36			10	10	2
3	56	43	50	5	47	15	0	2	0	T	0	28.96	28	1.3	2.7	10	23			10	10	3
4	54	42	48	3	46	17	0		0	0	0	29.26	21	7.0	7.5	12	21			10	10	4
5	54	43	49	4	45	16	0	1	0	.61	0	29.36	20	4.7	7.3	18	18			10	10	5
6	54	45	50	5	45	15	0		0	.30	0	29.47	14	8.8	9.1	14	13			10	10	6
7	53	45	49	4	47	16	0		0	.65	0	29.52	17	10.1	10.4	17	16			10	10	7
8	59	46	53	8	50	12	0		0	.16	0	29.53	17	7.0	7.5	12	13			10	10	8
9	57	51	54*	9	52	11	0	1	0	1.30	0	29.46	17	1.9	6.0	16	30			10	10	9
10	59	46	53	8	47	12	0		0	.16	0	29.51	19	6.2	8.2	23	17			10	10	10
11	60	41	51	6	45	14	0		0	T	0	29.47	18	4.6	5.5	10	21			8	9	11
12	60	46	53	8	47	12	0		0	.32	0	29.27	16	7.6	9.6	18	17			10	10	12
13	56	40	48	3	45	17	0		0	1.61	0	29.21	20	12.1	12.8	22	20			9	9	13
14	48	38	43	-3	40	22	0		0	.20	0	29.64	18	7.2	10.4	17	18			10	9	14
15	57	34	46	0	40	19	0	2	0	.06	0	29.77	06	2.1	7.9	12	35			6	5	15
16	55	34	45	-1	40	20	0	1	0	T	0	29.32	02	2.1	4.5	9	01			10	8	16
17	60	43	52	6	44	13	0		0	.01	0	29.25	01	3.3	4.9	10	36			9	8	17
18	61	37	49	3	42	16	0	1	0	0	0	29.34	03	1.5	4.0	10	34			7	5	18
19	64*	32*	48	2	36	17	0		0	0	0	29.50	16	1.5	5.0	10	14			0	0	19
20	57	35	46	0	42	19	0		0	T	0	29.41	34	1.4	6.2	9	04			10	9	20
21	54	43	49	3	45	16	0	1 8	0	T	0	29.31	17	5.7	6.8	13	19			10	10	21
22	52	41	47	1	44	18	0	1	0	.50	0	29.21	17	8.0	9.8	21	18			9	10	22
23	57	41	49	3	41	16	0		0	.41	0	29.33	18	6.8	11.7	17	16			10	10	23
24	57	35	46	0	42	19	0	1 3	0	.09	0	29.21	32	1.8	6.2	14	27			9	8	24
25	54	39	47	0	41	18	0		0	.20	0	29.64	20	6.0	7.3	13	26			8	8	25
26	53	37	45	-2	39	20	0	1	0	.26	0	29.54	16	10.0	11.1	21	17			10	10	26
27	51	35	43*	-4	40	22	0		0	.45	0	29.61	18	7.2	8.9	17	19			9	9	27
28	53	40	47	0	41	18	0		0	.11	0	29.57	17	10.8	11.1	21	18			10	10	28
29	56	46	51	4	47	14	0	1	0	1.74	0	29.36	18	15.0	15.4	24	18			10	10	29
30	57	44	51	4	46	14	0		0	.65	0	29.55	18	9.9	11.5	16	19			9	9	30
31	56	39	48	1	45	17	0		0	.36	0	29.80	20	4.6	8.8	14	18			9	9	31
	SUM	SUM				TOTAL	TOTAL	NUMBER OF DAYS		TOTAL	TOTAL	FOR THE MONTH:						TOTAL	% FOR MONTH	SUM	SUM	
	1730	1263				511	0			10.58	0	29.40	18	4.5	8.0	24	18			280	273	
	AVG	AVG	AVG	DEP.	AVG	DEP	DEP	PRECIPITATION		DEP						DATE: 29		POSSIBLE		AVG	AVG	
	55.8	40.7	48.3	2.5	44	-81	0	> .01 INCH	23	5.47										9.0	8.8	

NUMBER OF DAYS				SEASON TO DATE		SNOW, ICE PELLETS > 1.0 INCH	0	GREATEST IN 24 HOURS AND DATES	GREATEST DEPTH ON GROUND OF SNOW, ICE PELLETS OR ICE AND DATE
				TOTAL	TOTAL				
MAXIMUM TEMP		MINIMUM TEMP		3906	0	THUNDERSTORMS	1	PRECIPITATION	SNOW, ICE PELLETS
≥ 90°	≤ 32°	≤ 32°	≤ 0°	DEP	DEP	HEAVY FOG	3	1.80 29-30	0	0
0	0	1	0	30	0	CLEAR 1 PARTLY CLOUDY 2 CLOUDY 28			

* EXTREME FOR THE MONTH - LAST OCCURRENCE IF MORE THAN ONE.
T TRACE AMOUNT.
• ALSO ON EARLIER DATE(S).
HEAVY FOG: VISIBILITY 1/4 MILE OR LESS.
BLANK ENTRIES DENOTE MISSING OR UNREPORTED DATA.

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C, 9

FEB 1983 24221
EUGENE, OREGON
MAHLON SWEET FIELD

ISSN 0198-4144

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Monthly Summary

NATIONAL WEATHER SERVICE OFC

LATITUDE 44° 07' N LONGITUDE 123° 13' W ELEVATION (GROUND) 359 FEET TIME ZONE PACIFIC WBAN #24221

FEB 1983
EUGENE, OREGON

DATE 1	TEMPERATURE °F MAXIMUM 2	MINIMUM 3	AVERAGE 4	DEPARTURE FROM NORMAL 5	AVERAGE DEW POINT 6	DEGREE DAYS BASE 65°F HEATING (SEASON BEGINS WITH JUL) 7A	COOLING (SEASON BEGINS WITH JAN) 7B	WEATHER TYPES 1 FOG 2 HEAVY FOG 3 THUNDERSTORM 4 ICE PELLETS 5 HAIL 6 GLAZE 7 DUSTSTORM 8 SMOKE, HAZE 9 BLOWING SNOW 8	SNOW ICE PELLETS OR ICE ON GROUND AT 04AM INCHES 9	PRECIPITATION WATER EQUIVALENT (INCHES) 10	SNOW, ICE PELLETS (INCHES) 11	AVERAGE STATION PRESSURE IN INCHES ELEV 373 FEET ABOVE M.S.L. 12	WIND (M.P.H.) RESULTANT DIR. 13	RESULTANT SPEED 14	AVERAGE SPEED 15	FASTEST MILE SPEED 16	FASTEST MILE DIRECTION 17	SUNSHINE MINUTES 18	PERCENT OF TOTAL POSSIBLE 19	SKY COVER (TENTHS) SUNRISE TO SUNSET 20	MIDNIGHT TO MIDNIGHT 21	DATE 22
1	46	33	40	-2	39	25	0	2	0	0	0	29 55	02	3.6	5.0	9	02			10	10	1
2	54	25	40	-2	34	25	0	2	0	0	0	29.42	36	4.0	6.6	14	36			7	5	2
3	48	24	36	-6	31	29	0		0	0	0	29 38	35	2.3	3.2	9	36			8	5	3
4	52	23*	38	-4	32	27	0	2	0	0	0	29.38	29	1.5	4.3	10	36			3	2	4
5	45	25	35*	-7	33	30	0	2	0	0	0	29.39	10	.7	3.2	8	36			7	7	5
6	50	35	43	0	41	22	0	1	0	.98	0	29 29	20	8.1	9.6	14	19			10	10	6
7	45	32	39	-4	37	26	0		0	.07	0	29.42	06	1.0	8.8	13	35			10	9	7
8	48	38	43	0	42	22	0	1	0	.81	0	29.19	17	3.9	7.1	14	18			10	10	8
9	45	39	42	-1	41	23	0		0	1.42	0	29.33	16	15.3	16.0	29	18			9	9	9
10	50	34	42	-1	42	23	0	1	0	.24	0	29.53	16	7.4	7.9	13	14			10	9	10
11	63*	43	53	10	46	12	0		0	T	0	29.28	16	3.9	6 0	12	13			10	10	11
12	56	46	51	8	47	14	0		0	1.22	0	29.33	18	11.6	12.2	22	18			10	10	12
13	53	42	48	5	44	17	0		0	.02	0	29.68	19	9.2	10.1	15	19			9	9	13
14	49	39	44	0	43	21	0	1	0	.16	0	29.78	15	7.9	8.6	15	13			10	9	14
15	51	39	45	1	43	20	0	2	0	.35	0	29.51	21	1.6	5.5	12	18			10	10	15
16	57	41	49	5	43	16	0		0	.01	0	29.59	16	7.2	7.9	15	16			9	9	16
17	55	44	50	6	48	15	0	1	0	2.30	0	29.36	17	9.6	10.9	17	16			10	10	17
18	51	40	46	2	43	19	0		0	1.36	0	29.36	32	1.9	9.6	25	36			9	9	18
19	54	40	47	3	41	18	0		0	0	0	29.76	18	7.3	7.9	15	18			10	10	19
20	51	45	48	4	46	17	0	1	0	.62	0	29.70	17	7.6	9.1	13	15			10	10	20
21	52	46	49	5	49	16	0	1	0	.73	0	29.59	14	1.8	4.9	13	18			10	10	21
22	57	50	54*	10	50	11	0	1	0	.57	0	29 44	17	3.7	5.9	12	17			10	10	22
23	57	44	51	7	51	14	0	2	0	.16	0	29.23	22	3.3	4.8	12	22			10	10	23
24	53	43	48	4	44	17	0		0	.21	0	29 33	19	7.1	8.8	14	18			8	9	24
25	49	40	45	1	44	20	0	1	0	.24	0	29 10	16	6.4	8.9	23	16			10	10	25
26	52	40	46	1	41	19	0		0	.11	0	29.27	19	7.6	10 4	22	17			10	10	26
27	55	39	47	2	44	18	0	1	0	.47	0	29.17	01	6.4	7.8	14	35			10	10	27
28	55	41	48	3	47	17	0	1	0	.23	0	29.14	36	4.5	6 6	12	35			10	10	28

SUM	SUM	——	——	——	TOTAL	TOTAL	NUMBER OF DAYS	TOTAL	TOTAL	FOR THE MONTH:						TOTAL	% FOR MONTH	SUM	SUM
1453	1070	——	——	——	553	0		12 28	0	29 41	17	3.7	7.8	29	18			259	251
AVG.	AVG.	AVG.	DEP	AVG.	DEP.	DEP.	PRECIPITATION	DEP	——	——	—	——	——	DATE:	09	POSSIBLE		AVG	AVG
51.9	38.2	45.1	1.6	42	-49	0	≥ .01 INCH 21	7 16	——	——	—	——	——	——				9.3	9 0

NUMBER OF DAYS				SEASON TO DATE		SNOW, ICE PELLETS ≥ 1.0 INCH	0	GREATEST IN 24 HOURS AND DATES			GREATEST DEPTH ON GROUND OF SNOW, ICE PELLETS OR ICE AND DATE
				TOTAL	TOTAL						
MAXIMUM TEMP.		MINIMUM TEMP		3395	0	THUNDERSTORMS	0	PRECIPITATION		SNOW, ICE PELLETS	
≥ 90°	≤ 32°	≤ 32°	≤ 0°	DEP	DEP	HEAVY FOG	6	2.72	17-18	0	0
0	0	5	0	111	0	CLEAR 1 PARTLY CLOUDY 2 CLOUDY 25					

* EXTREME FOR THE MONTH - LAST OCCURRENCE IF MORE THAN ONE.
T TRACE AMOUNT.
+ ALSO ON EARLIER DATE(S).
HEAVY FOG: VISIBILITY 1/4 MILE OR LESS.
BLANK ENTRIES DENOTE MISSING OR UNREPORTED DATA.

TOTAL PCPN IS NEW RECORD HIGH FOR FEB.

$$ NOTE: JAN. 1983 - COL. 5 DAILY DATA COMPUTED FROM 1941-70 NORMALS. $$

DATA IN COLS 6 AND 12-15 ARE BASED ON 7 OR MORE OBSERVATIONS AT 3-HOUR INTERVALS. RESULTANT WIND IS THE VECTOR SUM OF WIND SPEEDS AND DIRECTIONS DIVIDED BY THE NUMBER OF OBSERVATIONS. ONE OF THREE WIND SPEEDS IS GIVEN UNDER FASTEST MILE: FASTEST MILE - HIGHEST RECORDED SPEED FOR WHICH A MILE OF WIND PASSES STATION (DIRECTION IN COMPASS POINTS). FASTEST OBSERVED ONE MINUTE WIND - HIGHEST ONE MINUTE SPEED (DIRECTION IN TENS OF DEGREES). PEAK GUST - HIGHEST INSTANTANEOUS WIND SPEED (A / APPEARS IN THE DIRECTION COLUMN). ERRORS WILL BE CORRECTED AND CHANGES IN SUMMARY DATA WILL BE ANNOTATED IN THE ANNUAL PUBLICATION

I CERTIFY THAT THIS IS AN OFFICIAL PUBLICATION OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, AND IS COMPILED FROM RECORDS ON FILE AT THE NATIONAL CLIMATIC DATA CENTER, ASHEVILLE, NORTH CAROLINA, 28801

L. Ray Hoxit
ACTING DIRECTOR
NATIONAL CILMATIC DATA CENTER

noaa
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL ENVIRONMENTAL SATELLITE, DATA AND INFORMATION SERVICE
NATIONAL CLIMATIC DATA CENTER ASHEVILLE NORTH CAROLINA

C.10

JAN 1983 24221
EUGENE, OREGON
MAHLON SWEET FIELD

ISSN 0198-4144

LOCAL CLIMATOLOGICAL DATA
Monthly Summary

NATIONAL WEATHER SERVICE OFC

LATITUDE 44° 07′ N LONGITUDE 123° 13′ W ELEVATION (GROUND) 359 FEET TIME ZONE PACIFIC WBAN #24221

JAN 1983
EUGENE, OREGON

DATE 1	TEMPERATURE °F: MAXIMUM 2	MINIMUM 3	AVERAGE 4	DEPARTURE FROM NORMAL 5	AVERAGE DEW POINT 6	DEGREE DAYS BASE 65°F: HEATING (SEASON BEGINS WITH JUL) 7A	COOLING (SEASON BEGINS WITH JAN) 7B	WEATHER TYPES 1 FOG 2 HEAVY FOG 3 THUNDERSTORM 4 ICE PELLETS 5 HAIL 6 GLAZE 7 DUSTSTORM 8 SMOKE, HAZE 9 BLOWING SNOW 8	SNOW ICE PELLETS OR ICE ON GROUND AT 04AM INCHES 9	PRECIPITATION: WATER EQUIVALENT (INCHES) 10	SNOW, ICE PELLETS (INCHES) 11	AVERAGE STATION PRESSURE IN INCHES ELEV. 373 FEET ABOVE M.S.L 12	WIND (M.P.H.): RESULTANT DIR 13	RESULTANT SPEED 14	AVERAGE SPEED 15	FASTEST MILE: SPEED 16	DIRECTION 17	SUNSHINE: MINUTES 18	PERCENT OF TOTAL POSSIBLE 19	SKY COVER (TENTHS): SUNRISE TO SUNSET 20	MIDNIGHT TO MIDNIGHT 21	DATE 22
1	35	21*	28*	-11	26	37	0	1 8	0	0	0	29.87	35	1.2	2.3	7	34			10	8	1
2	44	30	37	-2	34	28	0	1	-0	.48	0	29.78	22	4.1	5.2	9	16			10	10	2
3	47	30	39	0	40	26	0	1	0	.84	0	29.79	16	11.4	11.5	20	17			10	8	3
4	53	43	48	9	49	17	0	1	0	1.25	0	29.72	17	14.1	14.1	23	17			10	9	4
5	52	41	47	8	47	18	0	1	0	.25	0	29.67	16	8.2	9.5	17	19			10	10	5
6	53	47	50	11	48	15	0	1	0	.52	0	29.69	18	8.2	9.4	14	19			10	10	6
7	57	49	53	14	52	12	0	1	0	.07	0	29 82	18	9.2	9.8	15	21			10	10	7
8	52	38	45	6	42	20	0		0	.47	0	29 91	21	9.6	10.4	18	25			9	9	8
9	49	34	42	3	38	23	0		0	0	0	30.02	16	10.2	10 8	16	15			9	8	9
10	49	29	39	0	38	26	0	1	0	0	0	30.00	14	8.0	8.8	14	12			9	6	10
11	57	27	42	3	35	23	0	1	0	0	0	29.92	23	3.4	5 5	9	22			0	0	11
12	59	28	44	5	35	21	0	2	0	0	0	29.67	21	2.5	3.6	9	17			4	4	12
13	40	26	33	-6	34	32	0	2	0	0	0	29.84	11	.6	4.5	8	12			9	7	13
14	37	32	35	-4	35	30	0	2	0	0	0	29.78	12	1.3	4.6	8	36			10	10	14
15	37	32	35	-4	35	30	0	2	0	T	0	29 63	05	2.7	3.6	9	01			10	10	15
16	43	36	40	1	39	25	0	1	0	.03	0	29.48	24	1.3	2.7	7	23			10	10	16
17	53	38	46	7	45	19	0	2	0	.06	0	29 38	22	2.6	4.9	10	13			9	10	17
18	52	43	48	9	46	17	0	2	0	.22	0	29 17	19	2.8	7.2	14	21			10	10	18
19	46	33	40	1	40	25	0		0	.10	0	29.48	20	9.1	9.4	15	18			10	9	19
20	46	28	37	-2	36	28	0	2	0	T	0	29 59	20	2.1	4.8	8	17			9	7	20
21	39	28	34	-5	35	31	0	2	0	.20	0	29 43	36	3.4	3.6	7	35			10	10	21
22	49	34	42	3	39	23	0	2	0	.64	0	29 29	18	2.7	8 8	18	20			10	10	22
23	51	37	44	8	42	21	0		0	.12	0	29.30	19	1.9	8 5	12	17			10	10	23
24	55	40	48	8	44	17	0		0	.04	0	29 38	18	9.7	10 4	16	18			8	8	24
25	53	39	46	6	42	19	0		0	.03	0	29 35	19	5.3	7.9	17	17			10	10	25
26	61*	45	53*	13	47	12	0		0	.61	0	28.90	17	6.9	9.9	23	18			10	10	26
27	50	32	41	1	41	24	0	1	0	.03	0	29.20	19	8.4	8.6	21	18			9	7	27
28	42	30	36	-4	36	29	0	2 8	0	0	0	29.30	35	2.2	2.9	9	36			10	10	28
29	54	35	45	4	40	20	0		0	.27	0	29.17	18	4.7	7.2	24	18			10	10	29
30	47	31	39	-2	37	26	0	1	0	.51	0	29 53	25	1.4	5.2	9	09			10	10	30
31	50	35	43	2	42	22	0	2	0	.01	0	29 61	02	2 8	3 5	8	01			10	9	31
	SUM	SUM				TOTAL	TOTAL	NUMBER OF DAYS		TOTAL	TOTAL	FOR THE MONTH						TOTAL	% FOR MONTH	SUM	SUM	
	1512	1071				716	0			6.75	0	29.57	18	4 1	7 0	24	18			285	269	
	AVG	AVG	AVG	DEP	AVG	DEP	DEP	PRECIPITATION		DEP						DATE: 29		POSSIBLE		AVG	AVG	
	48 8	34 5	41 7	1 6	40	-78	0	≥ .01 INCH	21	-1.64										9.2	8.7	

NUMBER OF DAYS				SEASON TO DATE			
				TOTAL	TOTAL	SNOW, ICE PELLETS ≥ 1.0 INCH	0
MAXIMUM TEMP		MINIMUM TEMP		2842	0	THUNDERSTORMS	0
≥ 90°	≤ 32°	≤ 32°	≤ 0°	DEP	DEP	HEAVY FOG	11
0	0	14	0	160	0	CLEAR 1 PARTLY CLOUDY 1 CLOUDY 29	

GREATEST IN 24 HOURS AND DATES				GREATEST DEPTH ON GROUND OF SNOW, ICE PELLETS OR ICE AND DATE
PRECIPITATION		SNOW, ICE PELLETS		
2 04	3- 4	0		0

* EXTREME FOR THE MONTH - LAST OCCURRENCE IF MORE THAN ONE.
T TRACE AMOUNT.
+ ALSO ON EARLIER DATE(S).
HEAVY FOG: VISIBILITY 1/4 MILE OR LESS.
BLANK ENTRIES DENOTE MISSING OR UNREPORTED DATA.

DATA IN COLS 6 AND 12-15 ARE BASED ON 7 OR MORE OBSERVATIONS AT 3-HOUR INTERVALS. RESULTANT WIND IS THE VECTOR SUM OF WIND SPEEDS AND DIRECTIONS DIVIDED BY THE NUMBER OF OBSERVATIONS. ONE OF THREE WIND SPEEDS IS GIVEN UNDER FASTEST MILE: FASTEST MILE - HIGHEST RECORDED SPEED FOR WHICH A MILE OF WIND PASSES STATION (DIRECTION IN COMPASS POINTS). FASTEST OBSERVED ONE MINUTE WIND - HIGHEST ONE MINUTE SPEED (DIRECTION IN TENS OF DEGREES). PEAK GUST - HIGHEST INSTANTANEOUS WIND SPEED (A / APPEARS IN THE DIRECTION COLUMN). ERRORS WILL BE CORRECTED AND CHANGES IN SUMMARY DATA WILL BE ANNOTATED IN THE ANNUAL PUBLICATION.

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L. Ray Hoxit
ACTING DIRECTOR
NATIONAL CILMATIC DATA CENTER

noaa
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL ENVIRONMENTAL SATELLITE, DATA AND INFORMATION SERVICE
NATIONAL CLIMATIC DATA CENTER ASHEVILLE NORTH CAROLINA

C. 11

PORTLAND BOLT & MANUFACTURING CO

June 14,1983

Steve Pyles, Gen.Cont'r.
5443 Commercial, S.E.
P.O. Box 3041
Salem,Or. 97302

REF:YOUR P.O.# 03212

Per our phone conversation this A.M.:

On May 31,1983 you ordered 56)7/8 x 5 A194 2H Rod Coupling Nuts. These nuts are being manufactured in Wisconsin.

I have checked with our supplier and have been advised that these items have a projected shipping date of June 24(or before).

We will notify you as soon as they are available and will advise you of any changes in the status of this order.

Thank you for your patience; let us know if we can help further.

Very truly yours,

Jeff Uusitalo,
Sales Representative

RECEIVED
JUN 16 1983
PYLES & HOWARD
File No. ____________

1210 NW Johnson/Portland, Ore. 97209/227-5488
HOT DIP GALVANIZING • BOLTS • NUTS • RODS • THREADING

EXHIBIT D

STEVE PYLES
GENERAL CONTRACTOR, INC.

June 10, 1983

CE CAE RECEIVED LS TC
COE OM SA CC
CA JUN 19 1984 FE
CAM MA
CP CONSTRUCTION QCS
EEO SECTION FILE

Delta Construction Company
Attention: Bill Beck
999 Division Avenue
Eugene, Oregon

Re: Amazon Creek (Danebo Road) Bridge

Dear Mr. Beck,

On June 9, 1983, we had a meeting with Staton Construction and the City of Eugene. At this time we reviewed the charge for additional work done by Staton Construction and billed to us through Delta Construction.

It became apparent to all parties that Staton Construction has no claim for extra monies. The work claimed by Staton Construction as extra work was a result of Staton Construction's job crew not properly following the survey staking as marked.

It was also determined that the sacked riprap installed on the west side of the bridge was not installed properly. This work was done under the direction of the City of Eugene and Paul Anderson. The City of Eugene has acknowledged responsibility for the error and has agreed, by either time and material or price agreement, to have Staton Construction correct the work.

If you have any questions regarding the items covered in this letter, please feel free to contact us.

Sincerely,

Steve Pyles

cc: Staton Construction Co.
City of Eugene

(503)399-1596 P.O. Box 3041 Salem, OR 97302

E

CONTRACT PAYMENT SUM[illegible] CONTRACTOR [illegible]

RACT NO. 957L'

STIMATE NO. 8F

PO Box-3041
Salem OR 97302

INAL VOUCHER, AMOUNT . . . . $ 1867.43

LUS INTEREST EARNED ON RETAINAGE DEPOSITED IN NTEREST BEARING ACCOUNT 271.42

ESS OSHD COSTS FOR ADMINISTERING RETAINAGE INTEREST BEARING OR SECURITIES) . . . . ⟨125.94⟩

LUS INTEREST DUE ON FINAL VOUCHER AMOUNT* 112.98

TOTAL DUE CONTRACTOR 2125.89

*INTEREST FROM 2/23/84 - 6/22/84

William E.
(DESIGNATED AUTHORITY)

ESTIMATE NO.	DATE PAID	AMOUNT	AMT. ÷ .2000 = INT./DAY	X TOTAL DAYS	= INTEREST DUE
8F	7/10/84	1867.43	.9337	121	112.98

orm 734-1388 (rev. 8-79) **10TH DAY AFTER MAILING.

Rev. 8-29-79

CE___ CAE___ RECEIVED LB___ TC___
COE___ OM___ SA___ CC___
CA___ JUL 11 1984 FE___
CAM___ MA___
CP___ CONSTRUCTION OCS___
EEO___ SECTION FILE___

F

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

Case No. 148002

REQUEST FOR
PRODUCTION OF
DOCUMENTS

TO: PLAINTIFF, STEVE PYLES GENERAL CONTRACTORS, INC.

Pursuant to ORCP Rule 43, defendant State of Oregon requests that you produce the documents identified below for inspection and copying at the offices of the Department of Justice Trial Division, Room 450, Justice Building, Salem, Oregon 97310, not later than 10:00 a.m. on December 18, 1984, or at such other time and place as attorneys for the parties shall agree.

As used in this request, the terms "plaintiff" or "Steve Pyles" shall be taken to mean Steve Pyles General Contractor, Inc., its agents, directors, officers, employes, subcontractors and attorneys.

The term "document" shall be taken to mean any means for the preservation, storage, or transfer of information including but not limited to materials that are written, printed, typed, recorded, photographed, or stored electronically, chemically, mechanically, or by any means whatsoever.

In the event that a claim of privilege is made with regard to a document or a class of documents, plaintiff is requested to identify such documents by type, date, sender and receiver, and a general description of contents and grounds upon which such contents are considered by plaintiff to be privileged. Plaintiff is requested to produce the following:

(1) All documents upon which plaintiff bases is allegation that weather was "adverse" during the contract period as alleged in paragraph III of its amended complaint.

(2) All documents upon which plaintiff bases its claim of staking errors as alleged in paragraph III of its amended complaint.

(3) All documents upon which plaintiff bases its allegation of late delivery of materials contained in paragraph III of its amended complaint.

(4) All documents upon which plaintiff bases its allegation that a time extension was wrongfully denied at paragraph V of its amended complaint.

(5) All documents upon which plaintiff bases its allegation that the Department of Transportation withheld retainage because plaintiff disputed denial of its request for a time extension at paragraph VIII of its amended complaint.

(6) Copies of plaintiff's subcontract with Bristol Bay Contractors, together with any and all correspondence between the plaintiff and Bristol Bay Contractors concerning delay, weather, staking errors, late delivery of material, and compliance with the contract labor provisions.

///

(7) A copy of Steve Pyles General Contractors, Inc. purchase order number 03212 issued to Portland Bolt and Manufacturing Company and all correspondence between plaintiff and any person, organization or entity concerning 7/8 X 5 A194 2H rod coupling nuts.

(8) A copy of a letter and all drafts thereof dated June 10, 1983 from Steve Pyles General Contractors, Inc. to Delta Construction Company, Attention Bill Beck, concerning Staton Construction's failure to follow survey staking as marked.

(9) A copy of all subcontracts between Steve Pyles General Contractors, Inc., Delta Construction Company, and Staton Construction, and any and all documents concerning work under contract 9547 passing between or among Steve Pyles General Contractor, Inc., Delta Construction Company, and Staton Construction.

(10) All copies of bids, estimates, time schedules, construction schedules, job logs diaries, or daily reports authored, possessed or maintained by plaintiff in connection with contract number 95~~47~~74.

(11) Copies of all subcontracts and material purchase orders concerning contract number 95~~47~~74.

(12) Copies of any and all correspondence between the plaintiff and its subcontractors, suppliers, or material men concerning work performed, to be performed, or to be corrected,

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or documents, materials, warranties, or other data to be submitted on contract 95~~47~~74 dated after November 23, 1983.

(13) Any and all documents that relate to or form the basis of any denial or partial denial of defendant's Request for Admissions filed in this matter.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for State of
Oregon
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 15th day of November, 1984, I served a true copy of the within Request for Production of Documents upon the attorneys of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Fred L. Kopatich
Attorney at Law
Allen & Yazbeck
735 S.W. First Avenue
Strowbridge Building
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

William F. Cloran, OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

11/15/84/jep/#9

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Steve Pyles Contractors, Inc.
v. State of Oregon
Case No. 148002
Our File No.
Request for Production of Documents
(Title of Document)

☐ Signed ________, 19__
☐ Filed 11-16-84, 19__
By Judge ________

(Clerk's Sig.)

SP*86289-137

PM
19 NOV
1984

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

NOT EMPLOYMENT DIVISION MAIL

ATTN: W. Cloran

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,
Plaintiff,
v.
THE STATE OF OREGON,
Defendant.

No. 148002

RESPONSE TO DEFENDANT'S REQUEST FOR PRODUCTION OF DOCUMENTS

1. All documents in plaintiff's possession responsive to Request No. 1 are attached hereto.

2. All documents in plaintiff's possession responsive to Request No. 2 are attached hereto.

3. All documents in plaintiff's possession responsive to Request No. 3 are attached hereto.

4. Those documents which refer generally to a time extension are attached in response to Request No. 4. Plaintiff also relies upon all documents submitted in response to defendant's Requests Nos. 1, 2 and 3 in basing its allegation that the State unlawfully denied it a time extension.

5. Only one document is in plaintiff's possession responsive to Request No. 5. Plaintiff also relies upon all documents submitted in response to Requests Nos. 1, 2, 3 and 4 in documents submitted in response to Requests Nos. 1, 2, 3 and 4 in basing its allegation that retainage was wrongfully withheld.

6. In response to Request No. 6, plaintiff did not enter into a subcontract with Bristol Bay subcontractors. Bristol Bay was a sub-subcontract or who contracted directly with Rick Olsen Construction Co. Plaintiff has no correspondence

between itself and Bristol Bay Contractors.

7. Plaintiff does not have purchase order No. 03212 in its possession. However, attached in response to Request No. 7 is Portland Bolt & Manufacturing's invoice acknowledging receipt of purchase order 03212.

8. In response to Request No. 8, the requested document is attached.

9. All documents in plaintiff's possession responsive to Request No. 9 are attached hereto.

10. Attached and marked as "10A" is the daily diary kept by Rick Olsen Construction Co. Attached as "10B" is the State of Oregon's weekly statement of contract time charges. Both are submitted in response to Request No. 10.

11. In response to the remaining items is Request No. 10 and Requests Nos. 11 and 12, plaintiff's counsel has all of plaintiff's original documents concerning the Amazon Creek project at its office. It would be impractical for plaintiff to copy the numerous documents sought in defendant's three requests. However, plaintiff will make the file available upon reasonable advance notice to a representative of defendant at plaintiff's counsel's office for that representative to inspect the files and mark for copying any documents requested.

12. All documents submitted in response to defendant's Request for Production of Documents form the basis of plaintiff's

///

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responses to the Request for Admissions.

ALLEN & YAZBECK

FRED L. KOPATICH, OSB# 83265
Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,
Plaintiff,
v.
THE STATE OF OREGON,
Defendant.

Case No. 148002

REQUEST FOR ADMISSIONS

TO: PLAINTIFF, STEVE PYLES GENERAL CONTRACTORS, INC.

FAILURE TO SERVE A WRITTEN ANSWER OR OBJECTION WITHIN THE TIME ALLOWED BY ORCP RULE 45B WILL RESULT IN ADMISSION OF THE FOLLOWING REQUESTS

Pursuant to ORCP Rule 45, plaintiff is requested to admit the following:

REQUEST NO. 1:

Pursuant to Standard Specifications For Highway Construction, Oregon 1974 § 108.04, plaintiff was required to submit a schedule for work to be performed in connection with contract number 9574 "Amazon Creek (Danebo Road) Bridge" hereinafter referred to as "The Contract."

RESPONSE NO. 1:

1. Admitted.

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

REQUEST NO. 2:

Pursuant to that requirement, plaintiff submitted a schedule, copy of which is attached hereto as Exhibit A.

RESPONSE NO. 2:

2. Admitted.

REQUEST NO. 3:

The schedule attached hereto as Exhibit A shows the plaintiff plans to complete the work in 32 work days.

RESPONSE NO. 3:

3. Plaintiff admits that the schedule represents his plans at the time of entry into the contract, only, as if there would not be any causes for delay in completion of the work.

REQUEST NO. 4:

No revised schedules were submitted by plaintiff during the months of January, February, March, April, May of 1983.

RESPONSE NO. 4:

4. Plaintiff admits that no revised schedules were submitted in those periods because plaintiff was unaware that the completion of the project would be unduly delayed.

REQUEST NO. 5:

The contract between plaintiff and defendant included as one of its terms Standard Specifications For Highway Construction, Oregon 1974 § 108.08(C), relevant portion of which reads:

> "The engineer will furnish the contractor each week during the work season a statement showing the number of work days, calendar days or calendar work days, as applicable, charged to the contract time or the adjusted contract time, as pertinent, for the preceding week and the number of such days remaining unused. Said statement shall be deemed delivered when served on the contractor as stated in subsection 105.09. If the contractor is in disagreement with the time charged and the difference cannot be reconciled immediately by discussion with the engineer, the contractor, within ten days after delivery of the statement, shall file written protest with the engineer, setting forth in detail the facts upon which the protest is based. Failure to submit such a protest within ten days shall constitute approval by the contractor of the number of days charged against the contract time or the adjust contract time for the week covered in the statement."

RESPONSE NO. 5:

5. Plaintiff agrees that the quote from the Standard Specifications for Highway Construction, Section 108.08(C), is accurate. However, plaintiff denies that this section was a part of the contract between plaintiff and defendant.

REQUEST NO. 6:.

Pursuant to § 108.08(C), Standard Specifications For Highway Construction, Oregon 1974, and The Contract, a weekly statement of contract time charges were served upon the plaintiff for the weeks of April 2, 1983, April 11, 1983, April 16, 1983, April 23, 1983, April 30, 1983, May 7, 1983, May 14, 1983, May 15, 1983, May 28, 1983, June 4, 1983, June 11, 1983, and June 18, 1983. Plaintiff took no exception as required by contract to any of the weekly statements within the time allotted.

RESPONSE NO. 6:

6. Plaintiff admits that the weekly statements of contract time charges were served upon him and that he took no exception to the statements. However, plaintiff denies that he was required by contract to take such exception.

REQUEST NO. 7:.

The Contract between plaintiff and defendant included within its terms § 108.09 of Standard Specifications For Highway Construction, Oregon 1974, which provides in relevant part as follows:

> "108.09 Adjustment of the Contract Time--Any contract time originally given in the proposal or contract will be subject to adjustment during the progress of work at the written request of the contractor, either by increase or decrease, for those bona fide causes beyond the control of the contractor and which the engineer determines is actually affecting the time necessary for completion of work under the contract. The contractor's request for adjustment of contract time shall be in writing upon a form provided by the Division with the consent of the surety endorsed thereon.
>
> "Any adjustment of contract time shall be that which the engineer determines to be justified and his decision in the matter shall be final, subject to approval by the Transportation Commission . . .
>
> "Contractor's plea that insufficient time was specified in the proposal and contract is not a valid reason for adjustment of the contract time. Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time."

RESPONSE NO. 7:

7. Plaintiff admits that the quote from the Standard Specifications for Highway Construction, Section 108.09, is accurate. Plaintiff denies that this section was a part of the contract between plaintiff and defendant.

REQUEST NO. 8:.

Under the language cited in request #7 above, the engineer's decision as to whether or not weather conditions were reasonably predictable and whether or not they actually affected the time necessary for completion of work is a decision upon a matter of fact.

RESPONSE NO. 8:

8. Denied.

REQUEST NO. 9:.

Local Climatological Data 1982 for Eugene, Oregon prepared by the National Oceanic and Atmospheric Administration, a copy of which is attached hereto as Exhibit C establishes that normal monthly precipitation in inches in water equivalent for Eugene, Oregon for the month of April is 2.31 inches, for the month of May is 2.06 inches, and for the month of June is 1.28 inches.

RESPONSE NO. 9:

9. Admitted.

REQUEST NO. 10:

According to Monthly Summaries of Climatological Data for April, May, and June 1983 attached hereto as Exhibit C, actual rainfall for the month of April 1983 for Eugene, Oregon was 3.35 inches. Actual rainfall for the month of May was 1.81 inches. Actual rainfall for the month of June was 1.78 inches.

RESPONSE NO. 10:

10. Admitted.

REQUEST NO. 11:

According to NOAA Climatological Summaries attached hereto as Exhibit C, the average number of days of measurable precipitation at Eugene, Oregon were 13 days for the month of April, 10 days for the month of May, and 7 days for the month of June.

RESPONSE NO. 11:

11. Admitted.

REQUEST NO. 12:

According to NOAA Climatological Data, the actual number of days of measurable precipitation for the month of April 1983 was 11, for the month of May 1983 was 8, for the month of June 1983 was 11.

RESPONSE NO. 12:

12. Admitted.

REQUEST NO. 13:

Plaintiff's claim for delay in the delivery of materials is based upon delay in receiving rod coupling nuts. However, plaintiff failed to order such rod coupling nuts until May 31, 1983, 165 days into the project. See Exhibit D, letter from Portland Bolt Manufacturing Company dated June 14, 1983.

RESPONSE NO. 13:

13. Plaintiff admits that his claim for delay in the delivery of materials is based upon delay in receiving rod coupling nuts. Plaintiff was assured on May 31, 1983, that those bolts would be immediately delivered and would thus not delay his work. Defendant's Exhibit D indicates the three-week delay in delivery of those nuts.

REQUEST NO. 14:

As shown in Exhibit E attached, the so-called staking error alleged in paragraph III of the plaintiff's complaint was not a staking error at all but was the result of plaintiff's second-tier subcontractor Staton Construction's failure to follow correctly marked survey staking.

RESPONSE NO. 14:

14. Denied.

REQUEST NO. 15:

On or about July 10, 1984, the plaintiff received from the State of Oregon a payment in the amount of $2,125.89 representing the final payment of retainage held under the contract plus interest. See Exhibit F.

RESPONSE NO. 15:

15. Denied.

Respectfully submitted,
DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for State of Oregon
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

FILED
[illegible]
[illegible] 16 PM
TRIAL [illegible]
BY____________

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STATE OF OREGON, HIGHWAY DIVISION, ex rel,
RICK OLSEN CONSTRUCTION CO., INC.,

Plaintiff,

v.

STEVE A. PYLES; STEVE PYLES GENERAL CONTRACTOR, INC., and RELIANCE INSURANCE COMPANY,

Defendants.

Case No. 149882

ANSWER AND COUNTERCLAIM

Defendants Steve A. Pyles and Steve Pyles General Contractor, Inc., answer plaintiff's complaint as follows:

I.

Admit the allegations of paragraph 1.

II.

Answering paragraph 2, these defendants are without sufficient information to form a belief as to the truth of the allegations contained therein and, therefore, deny the same.

III.

Admit the allegations of paragraph 3.

IV.

Deny the allegations of paragraph 4.

V.

Admit the allegations of paragraphs 5, 6, and 7.

VI.

Deny the allegations of paragraphs 8, 9, 10, and 11.

///

VII.

Admit the allegations of paragraph 12.

VIII.

Answering paragraph 13, these defendants are without sufficient information to form a belief as to the truth of the allegations contained therein and, therefore, deny the same.

IX.

Deny the allegations of paragraph 14.

X.

Admit the allegations of paragraph 15.

XI.

Deny the allegations of paragraph 16.

XII.

Admit the allegations of paragraphs 18 and 19.

XIII.

Deny the allegations of paragraphs 20 and 21.

XIV.

Admit the allegations of paragraph 22.

XV.

Answering paragraph 23, these defendants are without sufficient information to form a belief as to the truth of the allegations contained therein and, therefore, deny the same.

XVI.

Deny the allegations of paragraph 24.

XVII.

Admit the allegations of paragraph 25.

XVIII.

Deny the allegations of paragraph 26.

XIX.

Deny the allegations contained in paragraphs 28, 29, 30, 31, and 32.

XX.

Admit the allegations contained of paragraph 33.

COUNTERCLAIM

Pursuant to ORS 743.114, defendants are entitled to their reasonable attorney fees incurred in this matter.

WHEREFORE, defendants Steve A. Pyles and Steve Pyles General Contractor, Inc., demand judgment against plaintiff and for their attorney fees and costs and disbursements incurred herein.

ALLEN & YAZBECK

Fred Kopatich

FRED L. KOPATICH, OSB# 83265
Of Attorneys for Defendants

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing

ANSWER OF STEVE PYLES AND STEVE PYLES GENERAL CONTRACTING, INC.

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

TED WALKER
ATTORNEY AT LAW
SMEEDE HOTEL BLDG
767 WILLAMETTE STREET
SUITE 208
EUGENE, OR 97401

CERTIFIED A TRUE COPY:

FRED KOPATICH
Of Attorney for Defendant

DATED: 13 NOVEMBER , 1984

J A Yazbeck
JOSEPH A. YAZBECK, JR. OSB# 77400

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

Case No. 148002

ANSWER AND AFFIRMATIVE DEFENSES

Comes now defendant State of Oregon and makes answer to plaintiff's complaint in the captioned matter admitting, denying and further pleading as set out below. The first ten paragraphs of the Answer are numbered to correspond with the related paragraphs of plaintiff's Second Amended Complaint. Any matter not specifically admitted herein is denied.

ANSWER

Defendant makes answer to plaintiff's First Claim for Relief.

I.

Admitted.

II.

Admitted. Except that the correct project title is "Amazon Creek (Danebo Road) Bridge".

III.

Defendant admits the allegations that plaintiff requested a contract time extension of 30 days allegedly due to adverse weather conditions, staking errors and late delivery of materials and that the request was denied. Defendant denies that plaintiff was entitled to either a contract time extension for delay under the terms of the contract and denies all remaining allegations of the paragraph.

IV.

Admitted.

V.

Denied.

VI.

Denied.

DEFENDANT MAKES ANSWER TO PLAINTIFFS SECOND CLAIM FOR RELIEF AS FOLLOWS:

VII.

Defendant realleges its answers to paragraphs I through V of plaintiff's First Claim for Relief.

VIII.

The allegations of paragraph VIII are denied.

IX.

The allegation of paragraph IX are denied. The contract was to be completed by July 1, 1983. As late as January 23, 1984, plaintiff failed to complete items 1 through 10 shown in Exhibit A attached. Up to the time of the commencement of this litigation plaintiff had still failed or refused to perform all of its contracts obligations.

X.

Paragraph X is denied.

FIRST AFFIRMATIVE DEFENSE

In further answer to plaintiff's First Claim for Relief, defendant pleads as follows:

XI.

Defendant alleges the matter admitted by paragraphs I and II of its Answer.

XII.

Contract #9574 provided 195 days for contract completion. Plaintiff failed to complete the work within the 195 days allowed utilizing 34 additional days to complete the contract work.

XIII.

The reasons given by the plaintiff for its failure to complete the work on time are insufficient to justify a time extension for completion of the work under the contract, and its request for extension were properly denied by the engineer.

XIV.

The terms and provisions of the Contract #9574 provide that the engineer's decision in this matter shall be final.

SECOND AFFIRMATIVE DEFENSE

XV.

Defendant realleges the matter admitted in its answers to paragraph I and II.

XVI.

Contract #9574 provided that clause 109.09 for the taking, holding and release of sums known as retainage. Such retained amounts are to be held pending a determination of the engineer and that all necessary requirements for the protection of the state's interest under the contract have been fulfilled.

/////

XVII.

All amounts of retainage withheld in Contract #9574, were taken, held and disbursed in compliance with ORS Chapter 279 and contract provisions for the final installment in the amount of $2,125.89 being paid on or about July 10, 1984.

XVIII.

Plaintiff has been paid all sums due it under the contract.

WHEREFORE, defendant prays that plaintiff's First and Second Claims for Relief be denied, that plaintiff take nothing and that defendant be awarded its costs, fees, disbursements, such other relief as the court deems just and reasonable.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran, OSB #72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Steve Pyles General Contractors
v. State of Oregon
Case No. K48002
Our File No.
Answer and Affirmative Defenses
(Title of Document)

☐ Signed ______, 19__
☐ Filed 12/19, 1954
By Judge ______

SP*[illegible]-137

(Clerk's Sig.)

PM
1984

NO POSTAGE STAMP NECESSARY
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DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

ATTN: W. Cloran

CERTIFICATE OF SERVICE

I hereby certify that on the 18th day of October, 1984, I served a true copy of the within Answer and Affirmative Defenses upon the attorneys of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Fred L. Kopatich
Attorney at Law
Allen & Yazbeck
735 S.W. First Avenue
Strowbridge Building
Portland, Oregon 97204

William F. Cloran, OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

cc

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC., Plaintiff, v. THE STATE OF OREGON, Defendant.	)	Case No. 148002 ORDER

Captioned matter having come duly before the court upon defendant's motion, and both parties having submitted memoranda and waived argument, the court rules as follows:

I.

Paragraph I of defendant's motion is denied.

II.

Paragraph II of defendant's motion is allowed in the alternative plaintiff is ordered to render paragraph III of its Amended Complaint more definite and certain.

III.

Paragraph III of the motion is allowed in the alternative plaintiff is ordered to render paragraph IV of the Amended Complaint more definite and certain.

IV.

Paragraph IV of defendant's motion is allowed.

/////

/////

V.

Paragraph V of the Amended Complaint is striken. Plaintiff shall have ten days in which to replead.

SO ORDERED this _______ day of October, 1984.

Judge Miller
Circuit Court Judge

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Steve Pyles General Contractors
v. State of Oregon
Case No. 148002
Our File No.
Order
(Title of Document)

☒ Signed Oct 17, 1984
☒ Filed Oct 18, 1984
By Judge [illegible]

[illegible]
(Clerk's Sig.)

SP*[illegible]

SALEM, OR
OCT 199

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

ATTN: W. O'Brian

CERTIFICATE OF SERVICE

I hereby certify that on the 17th day of October, 1984, I served a true copy of the within Order upon the attorneys of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Fred L. Kopatich
Attorney at Law
Allen & Yazbeck
735 S.W. First Avenue
Strowbridge Building
Portland, Oregon 97204

William F. Cloran, OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

cc

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing

SECOND AMENDED COMPLAINT

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

WILLIAM F. CLORAN
ASSISTANT ATTORNEY GENERAL
100 JUSTICE BUILDING
SALEM, OREGON 97310

CERTIFIED A TRUE COPY:

Of Attorney for Plaintiff

DATED: 16 OCTOBER , 1984

FRED KOPATICH

FRED L. KOPATICH OSB# 83265

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

No. 148002

SECOND AMENDED COMPLAINT

(BREACH OF CONTRACT)

For its FIRST CLAIM FOR RELIEF, plaintiff alleges:

I.

Plaintiff is an Oregon corporation.

II.

Plaintiff entered into a written contract with the State of Oregon acting through the Department of Transportation, Highway Division, on November 23, 1982. Said contract is known as State Contract No. 9574 and concerned the "Daneabo Road Project."

III.

Plaintiff requested a contract time adjustment of an additional thirty calendar days in which to complete the contract because it was delayed due to adverse weather conditions occurring at the project site, staking errors by the City of Eugene and late delivery of materials. The request was denied by the Department of Transportation by letter, dated January 16, 1984 (attached hereto as Exhibit A and by this reference incorporated herein).

///

IV.

Because the contract time extension was denied, the Department of Transportation alleged that completion of the project occurred thirty-four calendar days after the contract completion date. The state withheld $5,100 in contract payments due plaintiff as liquidated damages for late completion, computed at $150.00 per day for each day completion was overdue.

V.

The Highway Division has wrongfully assessed liquidated damages because it wrongfully denied plaintiff's request for a contract time extension.

VI.

Interest is due at 1.5% per month pursuant to ORS 279.575 on the amounts wrongfully withheld.

For its SECOND CLAIM FOR RELIEF, plaintiff alleges:

VII.

Plaintiff realleges paragraphs I through V of its FIRST CLAIM FOR RELIEF.

VIII.

The Department of Transportation has withheld retainage in the amount of $2,217.76 due plaintiff because plaintiff has disputed the Department of Transportation's denial of a contract time extension.

IX.

Plaintiff has completed all obligations to be performed under the contract and therefore is entitled to the withheld retainage.

X.

Interest is due at 1.5% per month pursuant to ORS 279.575 on the amounts wrongfully withheld.

WHEREFORE, plaintiff prays for relief as follows:

1. On its FIRST CLAIM FOR RELIEF, for damages in the amount of $5,100.00, together with interest at 1.5% from November 25, 1983, until paid;

2. On its SECOND CLAIM FOR RELIEF, for damages in the amount of $2,217.76, together with interest at 1.5% from November 25, 1983, until paid; and

3. For plaintiff's costs and disbursements incurred herein.

ALLEN & YAZBECK

FRED KOPATICH

FRED L. KOPATICH, OSB# 83265
Of Attorneys for Plaintiff

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing

SECOND AMENDED COMPLAINT

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

WILLIAM F. CLORAN
ASSISTANT ATTORNEY GENERAL
100 JUSTICE BUILDING
SALEM, OREGON 97310

CERTIFIED A TRUE COPY:

Of Attorney for Plaintiff

DATED: 16 OCTOBER , 1984

FRED KOPATICH

FRED L. KOPATICH OSB# 83265

OCT 15 11 33 [illegible]
BY

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR MARION COUNTY

STATE OF OREGON, HIGHWAY DIVISION,)
ex rel,)
RICK OLSEN CONSTRUCTION CO., INC.,)
)
Plaintiff,)
) Case No. 149882
vs.)
)
STEVE A. PYLES: STEVE PYLES)
GENERAL CONTRACTOR, INC., and)
RELIANCE INSURANCE COMPANY,) REPLY
)
Defendants.)

For reply to Defendant's Counterclaim, Plaintiff alleges:

Plaintiff denies each and every allegation contained in Defendant's Counterclaim.

WHEREFORE, Plaintiff prays for Judgment in accordance with his complaint.

Dated this 11th day of October, 1984.

DIMENT & BILLINGS

Ted Walker
Ted Walker, OSB# 83366

CIRCUIT COURT OF OREGON
THIRD JUDICIAL DISTRICT
MARION COUNTY COURTHOUSE
SALEM, OREGON 97301

RODNEY W. MILLER, Judge
Chambers 339
(503) 588-5028

October 4, 1984

William F. Cloran
Assistant Attorney General
Department of Justice
Justice Building
Salem, Oregon 97310

Fred L. Kopatich
Attorney at Law
735 S. W. 1st Avenue
Portland, Oregon 97204

Re: Steve Pyles General Contractors, Inc. v.
The State of Oregon
Marion County Court Case No. 148,002

Gentlemen:

The State of Oregon's motion, filed on June 5, 1984, is allowed and denied as follows:

I - Denied

II - Allowed in the alternative to make more definite and certain

III - Allowed in the alternative to make more definite and certain

IV - Allowed to strike

Very truly yours,

Rodney W. Miller
Circuit Court Judge

RWM:bw

3900

AUG 30 2 [illegible]
TRIAL [illegible]
BY

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STATE OF OREGON, HIGHWAY DIVISION, ex rel,
RICK OLSEN CONSTRUCTION CO., INC.,

Plaintiff,

v.

STEVE A. PYLES; STEVE PYLES GENERAL CONTRACTOR, INC., and RELIANCE INSURANCE COMPANY,

Defendants.

Case No. 149882

ANSWER AND COUNTERCLAIM

Defendant, Reliance Insurance Company, answers plaintiff's complaint as follows:

I.

Admits the allegations of paragraph 1.

II.

Answering paragraph 2, this defendant is without sufficient information to form a belief as to the truth of the allegations contained therein, and therefore, denies the same.

III.

Admits the allegations of paragraph 3.

IV.

Denies the allegations of paragraph 4.

V.

Admits the allegations of paragraphs 5 and 6.

VI.

Answering paragraphs 7, 8, 9, 10 and 11, this defendant is without sufficient information to form belief as to the truth of the allegations contained therein, and therefore, denies the same.

VII.

Admits the allegations contained in paragraph 12.

VIII.

Answering paragraphs 13, 14, 15 and 16, this defendant is without sufficient information to form a belief as to the truth of the allegations contained therein, and therefore, denies the same.

IX.

Admits the allegations contained in paragraph 18.

X.

Answering paragraphs 19, 20 and 21, this defendant is without sufficient information to form a belief as to the truth of the allegations contained therein, and therefore, denies the same.

XI.

Admits the allegations contained in paragraph 22.

XII.

Answering paragraphs 23, 24, 25, 26, 28, 29, 30, 31, 32 and 33, this defendant is without sufficient information to form a belief as to the truth of the allegations contained therein, and therefore, denies the same.

COUNTERCLAIM

Pursuant to ORS 743.114, defendant is entitled to its reasonable attorney fees incurred in this matter.

WHEREFORE, defendant Reliance Insurance Company demands judgment against plaintiff and for its attorney fees and costs and disbursements incurred herein.

ALLEN & YAZBECK

FRED L. KOPATICH, OSB# 83265
Of Attorneys for Defendant
Reliance Insurance Company

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing

ANSWER OF UNITED PACIFIC INSURANCE CO.

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

TED WALKER
ATTORNEY AT LAW
SMEEDE HOTEL BLDG.
767 WILLAMETTE STREET
SUITE 208
EUGENE, OREGON 97401

CERTIFIED A TRUE COPY:

FRED KOPATICH

Of Attorney for Defendant United Pacific Insurance Co.

DATED: 29 AUGUST, 1984

FRED L. KOPATICH OSB# 83265

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.

ROBERT L. O'HALLORAN
LYNNIA K. WOODS
KAREN E. STRATTON

735 S.W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

August 14, 1984

Clerk
Marion County Circuit Court
148 High Street, NE
Salem, Oregon 97301-3670

Re: Steve Pyles General Contracting, Inc. v. The State of Oregon;
No. 148-002

Dear Clerk:

Enclosed for filing in the above-referenced matter please find a Reply to Defendant's Supplemental Memorandum in Support of Rule 21 Motions, an Affidavit of Fred L. Kopatich and a Certificate of Service.

We agree to submit this matter to the Court based upon the papers in the file, including the attached Reply Memorandum.

Very truly yours,

Fred L. Kopatich

FLK/mle

Enclosure

cc: William Cloran
Steve Pyles General Contracting, Inc.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.)
)
Plaintiff,) No. 148002
)
v.) AFFIDAVIT
)
THE STATE OF OREGON,)
)
Defendant.)

STATE OF OREGON)
)ss.
County of Multnomah)

I, FRED L. KOPATICH, being duly sworn and on oath, depose and say as follows:

1. Hearing on defendant's motion was set before Judge Miller on August 6, 1984 at 9:00 a.m.

2. I arrived in Judge Miller's court room at 9:00 a.m. Judge Miller finished his criminal docket at approximately 9:30 a.m., and took a recess.

3. I was then told by Judge Miller's clerk that the attorney for defendant State of Oregon, William Cloran, had decided to waive oral argument.

4. I then agreed to submit the issue to the court based upon the pleadings and other papers in the file, including

///

///

///

///

///

the attached Reply.

____
Fred L. Kopatich

SUBSCRIBED AND SWORN TO before me this ______ day of ______________, 1984.

____
NOTARY PUBLIC FOR OREGON
My Commission Expires:

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing

REPLY TO DEFENDANT'S SUPPLEMENTAL MEMORANDUM IN SUPPORT OF RULE 21 MOTIONS AND AFFIDAVIT OF FRED L. KOPATICH

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

WILLIAM CLORAN
ASSISTANT ATTORNEY GENERAL
450 JUSTICE BLDG.
SALEM, OREGON 97310

CERTIFIED A TRUE COPY:

Fred Ko
Of Attorney for Plaintiff

DATED: 14 AUGUST , 1984

FRED KOPATICH
FRED L. KOPATICH OSB# 83265

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.)
)
Plaintiff,) No. 148002
)
v.) REPLY TO DEFENDANT'S
) SUPPLEMENTAL
THE STATE OF OREGON,) MEMORANDUM IN SUP
) PORT OF RULE 21
Defendant.) MOTIONS

The initial complaint in this action was served upon defendant at the end of March, 1984. Now, some four and one-half months later, this lawsuit has yet to progress beyond the filing of the complaint. The battle of motions and memoranda, along with the two aborted hearings on the present motion (see, Affidavits of Fred L. Kopatich), would be comedic except for the expense caused to plaintiff and the taxpayers of Oregon. This case threatens to become like that of Murray v. Lambe, 174 Or 239, 241, 148 P2d 797 (1944): "More than three years have elapsed and yet issue has not yet been joined on the merits. Like Banquo's ghost, it will not go down."

Paragraph I of the Motion.

In the Supplemental Memorandum, defendant misses the point of plaintiff's citation of relevant Oregon cases. Those cases emphasize that dismissal or, in those cases, demurrer, is rarely the proper way of attacking a complaint, even under Oregon pleading rules. The court in Murray v. Lambe, supra, 174 Or at 248-249, quoting from an earlier case, stated:

> If the facts necessary to constitute a

> cause of action, suit, or defense can be obtained by a liberal construction of the allegations of the pleadings, with a view to substantial justice between the parties, a demurrer to it should not be sustained. When the pleader alleges sufficient facts in such a case, but states them in such a vague and ambiguous manner that the precise nature of the charge or defense is not apparent, the remedy of the adverse party is by motion to compel them to make it more definite and certain.

Similarly, in Williams v. Schrunk, 140 Or App 62, 511 P2d 1252 (1973), while the court did take judicial notice of the Portland City Charter, it still found that:

> A difficulty is that plaintiff's allegations do not tell us upon what part of the Charter he relies, or they mis-direct us in the same regard * * * This is the third complaint plaintiff has filed in the case and conjecture yet attaches to what he is trying to say.

Nevertheless, the court refused to grant the extreme sanction of allowing the defendant's demurrer. Again, the point of the case is that a motion to make more definite and certain is the proper response to an unclear allegation in a complaint.

Paragraph II of the Motion.

Paragraph II of the Amended Complaint merely sets out plaintiff's statement that it was not in breach of contract. In fact, contrary to defendant's assertion, alleging a date by which plaintiff completed its obligations and alleging that a time extension was wrongfully denied is not contradictory. If a time extension was wrongfully denied, then whatever date the plaintiff completed its obligations would be within the scope of the contract. Thus, in amending its complaint, plaintiff has not raised any new issue regarding paragraph II of the complaint, and, therefore ORCP 21F governs, and defendant has waived its motion against this paragraph by not raising it in its initial Rule 21 Motion.

Paragraph III of the Motion.

Plaintiff has specified the terms of the contract breached in paragraph V of the Amended Complaint. The complaint, on its face, allows the court to look to the retainage and liquidated damages clauses of the contract. Again, a motion to dismiss or strike the allegations is not proper, as those would be extreme sanctions not applicable when sufficient facts are pleaded.

Paragraph IV of the Motion.

Cases cited by plaintiff demonstrate that separate "claims" need only be stated when the plaintiff asserts a contract theory and a separate non-contract theory for recovery. In the present case, plaintiff is basing its action upon a single contract, and, therefore, it is not required to state them in separate "claims."

ALLEN & YAZBECK

FRED KOPATICH

FRED L. KOPATICH, OSB# 83265
Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

Case No. 148002

SUPPLEMENTAL MEMORANDUM IN SUPPORT OF DEFENDANT'S RULE 21 MOTIONS

As to Paragraph I of the Motion.

Plaintiff's Complaint is subject to a Motion to Dismiss under ORCP Rule 21 A (8) in that it fails to state a claim for relief. Plaintiff asserts that its Complaint is sufficient to withstand attack if it "appraises the opponent of the nature of the causes of action alleged" or if "plaintiff has put defendant on notice". Plaintiff misconstrues the law. In Federal Courts notice pleading is enough, but, Oregon has specifically and deliberately declined to adopt the notice pleading portion of the Federal Rules. Concerning this, the Council on Court Procedures observed:

> "The council decided to retain fact pleading as opposed to notice pleading, i.e. to retain a requirement of fairly specific description of facts as opposed to adopting the less specific fact description allowable in federal courts." Merrill, Oregon Rules of Civil Procedure: 1984 Handbook (1984) p. 39.

The requirement in Oregon is, that to state a claim for relief the court must be able to tell from the face of the complaint that the defendant has not complied with the contract.

Oeder v. Watt, 107 Or 600, 214 P 591 (1923). The pleading requirement may be met in either of two ways. Most commonly, the contract in its entirety is incorporated by reference in the complaint. Less frequently plaintiff pleads the material provisions in full or in summary fashion and omits the rest of the contract. This particular plaintiff obstinately refuses to do either.

Plaintiff has in fact done no more than to allege in conclusory terms that there has been a breach of contract without pleading the ultimate facts required to establish what the breach might be. Notice of plaintiff's theory is not enough under Oregon Rules. The ultimate facts supporting the theory must be set forth. Plaintiff cites no contract clause entitling it to an extension nor does it point to any grounds under any clause or any request for a contract extension. There are simply no ultimate facts to support its claims.

The cases plaintiff cites in support of its position are wide of the mark. In Williams v. Schrunk, 14 Or App 61, 511 P2d 1252 (1973), the complaint is valid only because Judge Langtree found that the statutes and parts of the Portland City Charter at issue are matters concerning which the court may take judicial notice and were therefore included in the complaint through conclusory allegations. Williams v. Schrunk, 14 Or App 61 at 66. The provisions of the contract in question in this case are not matters of which the court may take judicial notice. The plaintiff must plead them or fail.

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

Murry v. Lamb, 174 Or 239, 511 P2d 1252 (1944) also fails to support plaintiff. First, the case concerns matters sounding in tort and not in contract. The pleading requirements are somewhat different. Second, the pleading unlike plaintiff's, was voluminous and factual. Plaintiff's sin in Murray (if any) was in saying too much! Plaintiff's failing here is in not saying enough.

As to Paragraph II of the Motion.

Plaintiff's dependence on ORCP Rule 21 F is misplaced. Plaintiff has altered its Complaint since the initial pleading. Plaintiff initially attempted to plead a single claim for relief based upon breach of contract. The alleged breach was not specific. The Complaint said nothing concerning time delays, liquidated damages or time extensions. The allegations of paragraph III of the Complaint seemed marginally relevant ~~in~~ and its failings ~~and~~ un importan~~ce~~t. Plaintiff has now altered the Complaint to defendant's surprise by pleading that it was entitled to time extensions and that such time extensions were denied. It has failed to separate that claim from its other breach of contract claims. The Amended Complaint, paragraph III, although in the same words as the original complaint is in fact new matter as to the new allegations and subject to a motion to make more definite and certain not waived under Rule 21 F. In light of plaintiff's new pleadings, the date alleged is superfluous as to a formal allegation of compliance with conditions precedent. An allegation of compliance with conditions precedent alleges that all matters, including time set for contract completion, have been accomplished at the time set out in the contract. Plaintiff's suggestion that it was wrongfully denied a time extension admits that it did not complete the work within the contract period and renders the formal allegation surplus and subject to a motion to strike.

Moreover, since plaintiff has introduced the issue of time and it is within plaintiff's knowledge as to when it completed the work, ORCP Rule 17B requires it to say so with certainty and the paragraph is ultimately subject to a motion under ORCP Rule 21 D.

As to Paragraph III of the Motion.

Plaintiff's memorandum suggests that defendant perform calculations to determine the amount sued upon. This contention is an unambiguous admission that defendant's Motion is well taken. The rule requires matters such as damages to be separately stated and to show from the face of the complaint. Defendant has in fact attempted to confirm plaintiff's figure in the manner plaintiff suggests. Defendant's accounts fail to confirm plaintiff's figure, thus, the motion. Defendant is absolutely entitled to know the amount of damage plaintiff assigns to each of the alleged breaches.

As to Paragraph IV of the Motion.

Plaintiff cites the case of Seibel v. Layne & Bowler, Inc., 56 Or App 387, 641 P2d 668 (1982). That case stands for the proposition that claims for express and implied warranties based upon the same ultimate facts need not be pleaded separately. Plaintiff's Complaint fails to plead ultimate facts. If ultimate facts were pleaded, an examination of what now appears on the face of the complaint makes it plain that different ultimate facts are necessary to establish entitlement to retainage, than those necessary to establish wrongful denial of time extensions. Plaintiff's comments concerning paragraph IV of the Motion are simply a confirmation of its error in wishing to proceed under Federal Rule notice pleading where one gives notice of a general cause of action rather than proceeding under the Oregon requirement for ultimate facts. While the breaches alleged may refer to the same contract, the ultimate facts supporting each are different and must be pleaded separately. Defendants have a right to insist that the court require plaintiff to plead ultimate facts in its complaint and to separately state its claims for relief.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran, OSB# 72050
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 2nd day of August, 1984, I served a true copy of the within Supplemental Memorandum in Support of Defendant's Rule 21 Motion upon the attorneys of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Joseph A. Yazbeck
Attorney at Law
735 S.W. First Avenue
Portland, Oregon 97204

William F. Cloran, OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

cc

Re: Steve Pyles Construction
v. The State of Oregon
Case No. 148002
Our File No.
Supplemental Memorandum
(Title of Document)

☐ Signed __________, 19__
☒ Filed August 2, 1984
By Judge __________

____
(Clerk's Sig.)

SP*[illegible]-127

SALEM
POSTAGE
0.13
NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY
9210033

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

ATTN: W. Cloran

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

No. 148002

AFFIDAVIT OF FRED L. KOPATICH

STATE OF OREGON)
)ss.
County of Marion)

I, FRED L. KOPATICH, being duly sworn and on oath, depose and say as follows:

1. I am associate in the firm of Allen & Yazbeck.

2. Plaintiff's amended complaint was filed with Marion County Circuit Court on May 25, 1984.

3. When no answer was received to the amended complaint, I contacted the attorney for defendant State of Oregon, William Cloran, on June 29, 1984.

4. Mr. Cloran informed me that he had filed a Rule 21 Motion with the court earlier in June, and hearing was held before Judge Miller on June 18, 1984.

5. An extensive search for defendant's Rule 21 Motion was made in this office, without success.

///

///

///

6. After contacting Judge Miller's office and explaining the situation, this hearing was reset to August 6, 1984.

____
Fred L. Kopatich

SUBSCRIBED AND SWORN TO before me this ______ day of ______________, 1984.

____
NOTARY PUBLIC FOR OREGON
My Commission Expires:

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing MEMORANDUM IN OPPOSITION TO DEFENDANT'S RULE 21 MOTIONS AND AFFIDAVIT OF FRED KOPATICH

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

WILLIAM F. CLORAN
ASSISTANT ATTORNEY GENERAL
100 JUSTICE BLDG.
SALEM, OREGON 97310

CERTIFIED A TRUE COPY:

____
Of Attorney for Plaintiff

DATED: 31 JULY, 1984

FRED KOPATICH

FRED L. KOPATICH OSB# 83265

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: William Cloran
Ass't. Attorney General

DATE: July 13, 1984

Keith L. Martin

FROM: Keith Martin
Contract Claims Coordinator

SUBJECT: Steve Pyle vs State
Amazon Cr. (Danebo Road) Section
Contract No. 9574

By memo of June 18, 1984 I transmitted a folder containing information you had requested on the subject project.

I am enclosing additional data not available in our files at the time of the original transmittal.

1. Contractor's construction schedule furnished at the preconstruction conference.

2. June 10, 1983 letter by Steve Pyles stating extra work was the result of subcontracted failure to follow survey stakes.

3. A copy of the final contract payment summary showing the interest earned on retainage and interest on the final voucher.

The final voucher was mailed June 12, 1984 with payment of interest continuing through June 22, 1984, 10 days after mailing of the voucher. The contractor received the voucher June 26, 1984. The voucher has been signed and returned with an anticipated mailing of the final payment on July 16 or 17.

KM:mk

Encl.

KM/M27

Contains Recycled Materials

Work Units	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
Mobilization	X	X	X	X																																	
Temp Signs		X	X	X																																	
Temp Barricades		X	X	X																																	
Remove Structures + obstructions								X	X	X																											
Genl. Ex					X	X																															
Unsuitable Ex					X	X																							X	X	X	X					
Agg Base																							X	X	X	X											
Asphalt Conc																					X	X	X	X	X	X											
12" Sewer																	X	X																			
18" Sewer																	X	X	X	X																	
I.V. [illegible]																		X	X																		
Cons. Manholes										X	X																										
[illegible]											X	X																									
Trench Repairs											X																										
7" Conc. Surfacing												X	X	X	X	X																					
Conc Curbs																			X	X		X	X														
[illegible] Repair																					X	X	X														
Filter Blanket																				X	X	X	X														
Bridge Demo				X	X	X																															
[illegible] Ex							X	X	X	X																											
Drive Piling						X	X	X																													
[illegible]										X	X	X																									
Struct. Conc								X	X	X	X	X	X	X	X	X	X	X	X																		
Set Slabs																				X	X	X															
Railing																						X	X														
Clean up.																			X	X	X	X	X	X	X												

82-0503

STEVE PYLES
GENERAL CONTRACTOR, INC.

June 10, 1983

CE CAE RECEIVED LS TC
COE OM SA CC
CA JUN 19 1984 FE
CAM MA
CP CONSTRUCTION QCS
LEO SECTION FILE

Delta Construction Company
Attention: Bill Beck
999 Division Avenue
Eugene, Oregon

Re: Amazon Creek (Danebo Road) Bridge

Dear Mr. Beck,

On June 9, 1983, we had a meeting with Staton Construction and the City of Eugene. At this time we reviewed the charge for additional work done by Staton Construction and billed to us through Delta Construction.

It became apparent to all parties that Staton Construction has no claim for extra monies. The work claimed by Staton Construction as extra work was a result of Staton Construction's job crew not properly following the survey staking as marked.

It was also determined that the sacked riprap installed on the west side of the bridge was not installed properly. This work was done under the direction of the City of Eugene and Paul Anderson. The City of Eugene has acknowledged responsibility for the error and has agreed, by either time and material or price agreement, to have Staton Construction correct the work.

If you have any questions regarding the items covered in this letter, please feel free to contact us.

Sincerely,

Steve Pyles

Steve Pyles

cc: Staton Construction Co.
City of Eugene

(503)399-1596 P.O. Box 3041 Salem, OR 97302

INAL CONTRACT PAYMENT SUMMARY

TRACT NO. 9574

TIMATE NO. 8F

CONTRACTOR Steve [illegible] Gen. Contractor
PO Box 3041
Salem OR 97302

INAL VOUCHER AMOUNT	$ 1867.43
LUS INTEREST EARNED ON RETAINAGE DEPOSITED IN NTEREST BEARING ACCOUNT	271.42
SS OSHD COSTS FOR ADMINISTERING RETAINAGE INTEREST BEARING OR SECURITIES)	〈125.94〉
LUS INTEREST DUE ON FINAL VOUCHER AMOUNT*	112.98
TOTAL DUE CONTRACTOR	2125.89

INTEREST FROM 2/23/84 - 6/22/84

William E. [illegible]
(DESIGNATED AUTHORITY)

ESTIMATE NO.	DATE PAID	AMOUNT	AMT. ÷ .2000 = INT./DAY	x TOTAL DAYS	= INTEREST DUE
8F	7/10/84	1867.43	.9337	121	112.98

orm 734-1388 (rev. 8-79) **10TH DAY AFTER MAILING.

Rev. 5-27-77

CE___CAE___RECEIVED LS___TC___
COE___OM___ SA___CC___
CA___ JUL 11 1984 FE___
CAM___ MA___
CP___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

NARRATIVE REPORT

Versteeg
Anderson
2 ~~Adams~~ BK
[illegible]
Edwards
Terpin
Frost
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Project: ~~Danebo Bridge~~
Contract: 9574
Prefix: 320-1069

This project is the replacement of an inadequate wooden bridge for traffic with a new concrete three span bridge. The work included removing the old bridge, building a new bridge, paving with curb and gutter, and storm sewer. The project was advertized on October 28, 1982 and bid opened on November 18, 1982. Steve Pyles, General Contraactor, Inc. of Salem, Oregon was low bidder in the amount of $182,390.44. The contract was awarded on December 6, 1982 with calendar day count to start on Dec 18, 1982 and continue for 195 days.

The preconstruction conference was held on January 25, 1983 at City Hall, Eugene, OR. The contractor delayed the start of the project until Mar 10, 1983.

The contractor closed the road on March 10 and proceeded with the construction of the project. The calendar days to do the individual items in the project were about twice the scheduled time. The total project was not completely organized to do the work efficiently.

The contractor experienced long delays for small items such as bolts or mistakes in fabrication of items.

The price agreement, on the project number 5.

- #1 was for lighted barricades on the road closure. The barricades as bid, were not lighted.
- #2 was for slotted holes in the utility brackets.
- #3 was a change in quantities in temporary signs added to design after the bid documents were sent to state for checking.
- #4 and #5 was the deletion of 18" storm sewer pipe and the addition of 12" storm sewer pipe.

The extra work orders on the project numbered 2.

- #1 was for removal and replace sacked riprap due to a staking error.
- #2 was for over excavation in the subgrade south of the bridge due to a drainage ditch that was filled in and never consolidated.

The bridge was completed on July 13, 1983. The grading and paving was then completed on August 3, 1983.

The calendar day count was stopped on August 3, 1983. The contractor was asssessed liquidated damage for 34 days. The contractor requested additional contract time but was denied by both the project manager and the State Highway Department.

On April 16, 1984 a letter was received from the OSHD contract claim coordinator that the contractor had filed a claim on this project. A notification of any settlement has not been received.

RECOMENDATIONS; None

Jack H. Guthrie.

Jack H. Guthrie, Project Manager

July 11, 1984

Reliance Insurance Company
825 NE Multnomah
Portland, OR 97232

CON 5
#9574

Gentlemen or Ladies:

Contract No. 9574 awarded to Steve Pyles General Contractor, Inc. for work on the Amazon Creek (Danebo Road) Bridge in Eugene in Lane County was completed on January 24, 1984, and accepted by the State Highway Division on June 8, 1984.

Final payment in the amount of $1,867.43 will be released to the contractor after July 16, 1984. The total contract amount is $179,047.04 including $923.56 for work performed under force account.

You have been advised previously that claims have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Steve Pyles General Contractor, Inc.
PO Box 3041
Salem, OR 97302

Emery & Karrigan, Inc.
One SW Columbia
Portland, OR 97258

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
James J. Gix

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.
ROBERT L. O'HALLORAN
LYNNIA K. WOODS
KAREN E. STRATTON

735 S. W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

July 2, 1984

William F. Cloran
Assistant Attorney General
100 Justice Building
Salem, Oregon 97310

Re: Steve Pyles v. State of Oregon; Marion County Circuit Court No. 148-002

Dear Mr. Cloran:

I was advised by Judge Miller's office that he still has your Rule 21 Motion of June 5, 1984 under advisement. I notified the court that we have no record of receiving a copy of your motion, and therefore we had no notice of the June 18 hearing. Therefore, the hearing has been reset for July 9, 1984 at 9:00 a.m.

Very truly yours,

Fred Kopatich

Fred L. Kopatich

FLK:as

cc: Steve Pyles

1982 Amazon Creek (Danebo Rd.) 9574
Bridge on a city St. in Eugene
(Grading, paving & structure) #2

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEE

SHEET .... OF .... SHEE

Contract 9754

Steve Pyle vs. State

Amazon Cr. (Danebo Rd.) Bridge

		Total Contract Items		Retainage			
Est.	Date	To Date	Present	To Date	Present	Payment	Liquidated Damages
1	04/21/83	70,765.55	70,765.55	3,538.28	3,538.28	67,227.27	
2	05/26/83	121,547.17	50,781.62	6,077.36	2,539.08	48,242.54	
3	06/22/83	140,929.89	19,362.72	7,046.49	969.13	18,413.59	
4	07/19/83	147,220.19	6,290.30	7,361.01	314.52	5,975.78	1500.00
5	08/17/83	177,750.77	30,530.58	8,887.54	1,526.53	29,004.05	2850.00
6	10/19/83	177,780.58	29.81	8,889.03	1.49	505.45	750.00
7 SF	11/25/83	178,256.05	475.47	2,000.00	-6,889.03	7810.93	
8 Final	06/08/84	178,123.48	- 132.57	0	-2,000.00	1867.43	

9050

IN THE CIRCUIT COURT OF THE STATE OF OREGON FOR MARION COUNTY

STATE OF OREGON, HIGHWAY DIVISION,
ex rel,
RICK OLSEN CONSTRUCTION CO., INC.,

Plaintiff,

vs.

RDB

~~STEVE A. PYLES~~; STEVE PYLES
GENERAL CONTRACTOR, INC., and
RELIANCE INSURANCE COMPANY,

Defendants.

Case No. 149882

COMPLAINT

BY

For its first cause of action against all Defendants, Plaintiff alleges:

1.

This action is brought in the name of the State of Oregon Highway Division, for the use and benefit of Rick Olsen Construction Co., Inc., as provided under and set forth in ORS 279.029 and 279.526 through 279.536.

2.

At all times material herein, Plaintiff Rick Olsen Construction Co., Inc., (hereinafter referred to as Olsen) was a corporation duly licensed to do business under the laws of the State of Oregon.

3.

At all times material herein, Defendant Steve Pyles General Contractor, Inc., (hereinafter referred to as Pyles) was a corporation duly licensed to do business under the laws of the State of Oregon, with its main office located in Salem, Marion

County, Oregon.

4.

~~At all times material herein, Defendant Steve Pyles General Contractor, Inc., was the alter ego of Steve A. Pyles.~~ RDB

5.

At all times material herein, Defendant Reliance Insurance Company was a foreign corporation authorized to do business in the State of Oregon.

6.

Defendant Pyles was the general contractor for the construction of the Lakewood Bay (N. Shore) Bridge under a contract executed on or about December 22, 1982, with the Plaintiff Oregon State Highway Divison.

7.

On or about the 14th day of January, 1983, Olsen and Pyles executed a subcontract under which Olsen agreed to perform certain bridge construction work on the Lakewood Bay Bridge located in Clackamas County, Oregon, and Pyles agreed to pay Olsen $7,042.00 for said work.

8.

On or about January 31, 1983, Pyles, acting through its authorized agent Delmer Anderson, executed a written modification of the aforementioned subcontract to provide that Pyles would make additional payments to Olsen for additional work performed which was beyond the scope of the original subcontract. Said payments were to be made according to unit prices of labor and materials provided by Olsen.

9.

Pursuant to the subcontract modification, Olsen provided additional labor and materials in the amount of $12,494.60.

10.

That Olsen has duly performed all of the conditions of the aforesaid subcontract, including the modifications therein, between itself and Pyles.

11.

That Pyles has breached the subcontract, as modified, with Olsen by failing to pay the total amount due and owing Olsen for work performed.

12.

On December 29, 1982, Defendant Pyles, along with Defendant Reliance Insurance Company, duly executed a bond for the protection of all persons supplying labor and materials in the prosecution of the work provided for under the contract between Pyles and Plaintiff Oregon State Highway Division. The bond was duly executed in the sum of $33,495.23.

13.

That on or about September 27, 1983, Olsen, pursuant to ORS 279.526, served written notice of its claim with Oregon State Highway Division for $12,494.60 for work performed on the Lakewood Bay Bridge. Said notice accurately stated the amount claimed, and the name of the party to whom the labor and materials were furnished, and otherwise complied with the provisions of the aforesaid statute. Said notice was duly presented to and filed with the Secretary of State's office.

14.

That Pyles has failed and refused to pay the amount owing Olsen, although demand for payment has often been made, to Olsen's damage in the amount of $12,494.60.

15.

That the subcontract between Olsen and Pyles provides that Olsen must pay the reasonable attorney fees incurred by Pyles in any dispute or claim arising from or related to their subcontract. Oregon law provides that such contractual attorney fees provisions require that the attorney fees be awarded to the prevailing party.

16.

That under ORS 743.114, Olsen is entitled to recover its reasonable attorney fees.

* * * * * * *

For its Second Cause of Action against all Defendants, Plaintiff alleges:

17.

Plaintiff realleges paragraphs 1-5 of its First Cause of Action.

18.

Defendant Pyles was the general contractor for the construction of the Amazon Creek (Danebo Road) Bridge under a contract executed on or about November 23, 1982, with the Oregon

State Highway Division.

19.

On or about January 24, 1983, Olsen and Pyles executed a subcontract under which Olsen agreed to perform certain bridge construction work on the Amazon Creek Bridge located in Lane County, Oregon, and Pyles agreed to pay Olsen $23,030.00 for said work.

20.

That Olsen has duly performed all of the conditions of the aforesaid subcontract.

21.

Pyles has breached said subcontract by failing to pay Olsen the total amount due and owing for work performed.

22.

That on or about December 13, 1982, Defendant Pyles, along with Defendant Reliance Insurance Company, duly executed a bond for the protection of all person supplying labor and materials in the prosecution of the work provided for in the contract between Pyles and the Oregon State Highway Division. The bond was duly executed in the sum of $182,390.44.

23.

That on or about August 27, 1983, Olsen, pursuant to ORS 279.526, served written notice of its claim with the Oregon State Highway Division for $2,867.96 for work performed on the Amazon Creek Bridge. Said notice accurately stated the amount claimed, and the name of the party to whom the labor and materials were furnished, and otherwise complied with the provisions of the aforesaid statute. Said notice was duly presented to and filed with the Secretary of State's office.

24.

That Pyles has failed and refused to pay the amount owing Olsen, although demand for payment has often been made, to Olsen's damage in the amount of $2,867.96.

25.

That the subcontract between Olsen and Pyles provides that Olsen must pay the reasonable attorney fees incurred by Pyles in any dispute or claim arising from or related to their subcontract. Oregon law provides that such contractual attorney fees provisions require that the attorney fees be awarded to the prevailing party.

26.

That under ORS 743.114, Olsen is entitled to its reasonable attorney fees.

* * * * * * *

For its Third Cause of Action against Defendants Steve A. Pyles and Steve Pyles General Contractor, Inc., Plaintiff alleges:

27.

Plaintiff realleges paragraphs 2, 3 and 4 of its First Cause of Action, and paragraphs 18 and 19 of its Second Cause of Action.

////////////

28.

Pyles authorized Olsen to perform certain work, which was duly performed by Olsen, in addition to work required under said subcontract, including: Installation of temporary barricades, changing road signs, installation of lights, replacement of signs and lights, back filling, re-working rail end pieces, changing rail bolts, placing rock under sidewalk, cleaning. Galvanizing from rail bolts, picking up materials, and clean up.

29.

Pyles and Olsen agreed that payments for the aforementioned work would be according to unit prices for the labor and materials provided, and Olsen provided labor and materials in the amount of $1,736.30.

30.

Olsen has duly performed all of the conditions of the aforesaid subcontract and authorization for additional work.

31.

Pyles has breached said subcontract by failing to pay Olsen total amount due and owing for the aforementioned additional work authorized by Pyles.

32.

Pyles has failed and refused to pay the amount owing Olsen, although demand for payment has often been made, to Olsen's damage in the amount of $1,736.30.

33.

That the subcontract between Olsen and Pyles provides that Olsen must pay the reasonable attorney fees incurred by Pyles in any dispute or claim arising from or related to their subcontract. Oregon law provides that such contractual attorney fees provisions require that the attorney fees be awarded to the prevailing party.

WHEREFORE, Plaintiff Olsen prays for Judgment as follows:

1. On the First Cause of Action, for $12,494.60 against Defendants Steve A. Pyles, Steve Pyles General Contractor, Inc., and Reliance Insurance Company.
2. On the First Cause of Action, for Olsen's reasonable attorney fees incurred herein.
3. On the Second Cause of Action, for $2,867.96 against Defendants Steve A. Pyles, Steve Pyles General Contractor, Inc. and Reliance Insurance Company.
4. On the Second Cause of Action, for Olsen's reasonable attorney fees incurred herein.
5. On the Third Cause of Action, for $1,736.30 against Defendants Steve A. Pyles and Steve Pyles General Contractor, Inc.
6. On the Third Cause of Action, for Olsen's reasonable attorney fees incurred herein.
7. For any other relief this Court deems appropriate.

DATED this 26th day of June, 1984.

DIMENT & BILLINGS

Ted Walker, OSB#83366

CHRONOLOGY
CONTRACT NO. 9574
AMAZON CREEK (DANEBO RD.) BRIDGE
STEVE PYLES vs STATE

Nov. 18, 1982	Bids opened. Pyles bid $182,390.44
Nov. 23, 1982	Bid accepted by Commission.
Dec. 6, 1982	Contract awarded.
Dec. 18, 1982	Start of 195 Work Day count.
Jan. 25, 1983	Preconstruction conference.
Feb. 7, 1983	First Notice work commenced.
June 22, 1983	City receives time extension request dated June 16, 1983 requesting an increase of 30 work days from 195 days to 225 days. Reasons stated: weather, grade staking problems and material availability.
June 22, 1983	Memo from Ivan Koahn, City of Eugene, to Steve Pyles requesting supporting documentation.
June 29, 1983	City receives letter dated June 23, 1983 from Steve Pyles. Letter states above normal rainfall from April 12, 1983 thru June 18, 1983 and delay in delivery of sidewalk inserts basis for time extension. Copy of June 14, 1983 from Portland Bolt Manufacturing enclosed.
July 12, 1983	Letter from J. X. Wilson to C. T. Keasey transmits time extension request and recommends denial. Note on letter dated July 15, 1983 from O. B. Jackmond to W. E. Schwartz recommends denial.
July 20, 1983	Letter from W. E. Schwartz to Steve Pyles denies time extension request.
Aug. 3, 1983	City receives letter dated August 1, 1983 from Steve Pyles. Letter requests substantial completion effective July 28, 1983.
Aug. 3, 1983	Second notice time charges stopped at 229 days, an overrun of 34 days @ $150/day for $5,100 liquidated damages.
Aug. 5, 1983	Memo from City of Eugene to Steve Pyles. Denies request for substantial completion effective July 28, 1983 as paving was not completed until August 3, 1983.

Aug. 8, 1983	Letter from Steve Pyles to W. E. Schwartz. Requests reconsideration of time extension request.
Aug. 15, 1983	Letter from W. E. Schwartz to Steve Pyles. No basis for reconsideration at this time. Contact Jack Gutherie from City if you want meeting to discuss.
Aug. 17, 1983	Memo from City to Steve Pyles. Submit your request for time extension on enclosed form.
Aug. 19, 1983	City receives letter dated August 17, 1983 from Steve Pyles. Formal request for final payment and release of retainage.
Aug. 31, 1983	Letter from City of Eugene to Steve Pyles. Denies request for final payment and release of retainage pending completion of cleanup list items 3, 6 and 9.
Sep. 7, 1983	Final Inspection by J. X. Wilson of OSHD. Accepted conditioned upon touch up of bolt thread galvanizing. Inspection report dated 10/21/83 records inspection.
Oct. 17, 1983	Letter from City to Steve Pyles. Third notification cannot be issued until payroll Form WH347 are completed correctly.
Nov. 1, 1983	Final Inspection by Wally Bryant, FHWA. Final acceptance recommended. Final inspection report dated 11/7/83 records inspection.
Nov. 3, 1983	Letter from Yazbeck to Sollis. Requests immediate release of $8,889.03 retainage and asks Sollis to give him a call.
Nov. 8, 1983	Letter from Sollis to Yazbeck. Declines opportunity to become involved and suggest Yazbeck arrange a meeting with Schwartz.
Nov. 10, 1983	Letter from Yazbeck to Sollis. Disagrees with Sollis' letter and suggests meeting with Schwartz, Sollis, Yazbeck and Pyles. Jackmond's note dated 11/16/83 to J. X. Wilson: "Please ask Jack Gutherie to contact contractor and arrange a meeting in Schwartz' office".
Nov. 18, 22, & 23, 1983	Memo's of messages left by City with Steve Pyles' answering service. Attempts to arrange a meeting to discuss time with Schwartz.
Nov. 25, 1983	Estimate No. 7 (Semi Final) dated 11/25/83. Releases $6,889.03 of retainage leaving $2,000 withheld.

Dec. 7, 1983	Letter from City of Eugene to Steve Pyles. Reminder of problem with certified payrolls form WH 347. Problem still exists, warns that third notice cannot be issued until problem resolved.
Dec. 21, 1983	Memo of phone call from City to Steve Pyles. Subject: withholding not filled out correctly.
Dec. 21, 1983	Letter from City to Steve Pyles. Asks him to contact City and arrange a meeting with OSHD on liquidated damages.
Dec. 21, 1983	Letter from City to Doug Greene. Transmits file documentation related to time extension.
Jan. 6, 1984	Meeting: Steve Pyles, W. E. Schwartz, O. B. Jackmond, J. X. Wilson, Doug Greene, Jack Gutherie and Paul Anderson.
Jan. 10, 1984	Letter from City to Steve Pyles. Requests missing payrolls for subcontractor "Bristol Bay Contractors".
Jan. 16, 1984	Letter from W. E. Schwartz to Steve Pyles. Denies request for additional time. Offers to review any supplementary information.
Jan. 18, 1984	Memo Letter from Steve Pyles to City. Advises all work complete. Requests release of retainage.
Jan. 24, 1984	Third notification by City of Eugene.
Feb. 7, 1984	Sollis receives letter from Yazbeck dated February 16, 1984. Requests claim review board hearing for time.
Feb. 17, 1984	Letter from Schwartz to Yazbeck. Denies request for claim review board hearing. Offers to consider any data submitted documenting actual delays.
Feb. 24, 1984	Letter from Yazbeck to Schwartz. Promises to file suit since claim review board will not consider time request. States information supporting claim has already been presented.
June 12, 1984	Final voucher in the amount of $1,867.43 mailed to Steve Pyles.

KM/F01

KEY PERSONNEL
CONTRACT NO. 9574
AMAZON CREEK (DANEBO RD.) BRIDGE
STEVE PYLES vs STATE

J. X. Wilson	Region 3 Construction Engineer at time of project.	963-3177
Doug Greene	OSHD Liaison Engineer	686-7610
Jack Guthrie	City of Eugene, Supervising Engineer	687-5291
Ivan Koehn	City of Eugene, Construction Inspector	687-5230
Melvin Marcum	City of Eugene, Chief Surveyor	687-5249
Paul Anderson	City of Eugene, Construction Inspector	687-5230
Charles Schrader	Attorney - Usually represents City of Eugene Public Works	485-0220

KM/F02

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
RM. 435 PHONE: AC - 378-5034

June 12, 1984

In Reply Refer to
File No.:

Steve Pyles Gen Contractor

Enclosed for your signature is the original ~~Post~~ Final Contractor's Certificate for Contract No. 9574 in the amount of $ 1867.43. Executing the final voucher does not waive your right to submit additional claim(s). *Section 109.15, 1984 Standard Specifications for Highway Construction.*

Retain the contractor's copy of the voucher (duplicate) for your records.

Return the signed, original Contractor's Certificate to:

Highway Accounting Section
Highway Division
Rm. 434 Transportation Bldg.
Salem, OR 97310

If interest is due on the final payment, if will be paid through 6/22/84. This allows for average mailing time of the Contractor's Certificate.

Prompt return will avoid unnecessary delay in your payment.

Vernon E. Skoog, Controller
by Peterson
Janice Peterson
Contract Accounting Supervisor

CE...... CAE ...... RECEIVED LS ...... TC ......
COE...... OM ...... SA...... CC......
CA .... JUN 13 1984 FE ....
CAM .... MA ....
CP............ CONSTRUCTION QCS ....
EEO .... SECTION FILE ....

Form 734-3122

7 71

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE STEVE PYLES GENERAL CONTRACTOR INC PO BOX 3041 SALEM OR 97302	VOUCHER DATE 6-11-84	TOTAL AMOUNT $ 1,867.43

CONTRACT NO. 9574	ESTIMATE NO. 8 F	APPROVED: JUN 14 '84 Designated Authority
PERIOD COVERED: TO 8-3-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ (Name) CERTIFY THAT I AM ______________________ (Capacity)

FOR ______________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.	If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY: LANE

CONTRACT NO.: 957

ESTIMATE NO.: 8

PREFIX NO S

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.: BROS2003004

SECTION: AMAZON CR (DANEBO RD) BR

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION	LUMP SUM	10337.8300	100.000	10337.83	10337.8
002	1P TEMPORARY SIGNS	SQ FT	5.0000	152.500	762.50	757.5
005	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	100.000	1500.00	1500.0
006	1P GENERAL EXCAVATION	CU YD	4.5000	537.000	2416.50	2070.0
007	1P CHANNEL EXCAVATION	CU YD	5.2000	328.000	1705.60	2314.0
008	1P 1"-0 AGGREGATE BASE	TON	6.2000	1.491.480	9247.18	9089.9
009	1P CLASS B OR CLASS C ASPHLTCONCRETE	TON	33.4900	538.070	18019.96	18023.3
010	1P 12-INCH SEWER PIPE PG 5	LIN FT	14.0000	117.000	1638.00	1642.2
011	1P 15-INCH SEWER PIPE PG 4	LIN FT	37.7500	136.000	5134.00	5134.0
012	1P T V INSPECTION OF SEWER LINES PG 3	LIN FT	1.0000	233.000	233.00	189.0
013	1P CONCRETE MANHOLE	EACH	1500.0000	1.000	1500.00	1500.0
014	1P CURB INLETS	EACH	550.0000	2.000	1100.00	1100.0
015	1P TRASH RACKS	EACH	125.0000	6.000	750.00	750.0
016	1P 7-INCH CONCRETE SURFACING	SQ YD	14.8500	50.540	750.52	688.6
017	1P CONCRETE CURBS	LIN FT	11.1000	318.900	3539.79	3729.6
018	1P SACKED RIPRAP	CU YD	150.0000	24.000	3600.00	3600.0
019	1P FILTER BLANKET	CU YD	20.0000	15.940	318.80	160.0
020	1P BRIDGE REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.0
021	1P STRUCTURE EXCAVATIO	CU YD	8.3300	74.090	617.17	499.8
022	1P FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	8600.0
023	1P FURNISH PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.0
024	1P DRIVE PRESTRESSED CONCRETE PILES	LIN FT	1.6100	465.000	748.65	966.0
025	1P STRUCTURAL CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	13632.0
026	1P 4'x25'/30' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.9
027	1P 4'x35'/40' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.9
028	1P 4'x40'/45' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.9
029	1P REINFORCEMENT	LUMP SUM	4122.0000	100.000	4122.00	4122.0
030	1P THREE TUBE STEEL RAILING	LIN FT	58.5700	242.000	14173.94	14173.9
031	1P 3-INCH PVC PIPE	LIN FT	1.5600	126.500	197.34	197.3
033	1P 5-INCH PVC PIPE	LIN FT	4.1200	126.500	521.18	521.1

DATE 06 08 84 PG. 01 9574	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

NT VOUCHER

WAY DIVISION

COUNTY LANE	CONTRACT NO. 957..	ESTIMATE NO. 8	PREFIX NOS
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO. BROS2003004		
SECTION AMAZON CR (DANEBO RD) BR			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ON	LUMP SUM	10337.8300	100.000	10337.83	10337.83	
SIGNS	SQ FT	5.0000	152.500	762.50	757.50	5.00
STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
CAVATION	CU YD	4.5000	537.000	2416.50	2070.00	346.50
CAVATION	CU YD	5.2000	328.000	1705.60	2314.00	608.40-
GATE BASE	TON	6.2000	1.491.480	9247.18	9089.94	157.24
CLASS C ASPHLTCONCRETE	TON	33.4900	538.070	18019.96	18023.31	3.35-
WER PIPE P. 5	LIN FT	14.0000	117.000	1638.00	1642.20	4.20
WER PIPE P. 4	LIN FT	37.7500	136.000	5134.00	5134.00	
TION OF SEWER LINES P. 3	LIN FT	1.0000	233.000	233.00	189.00	44.00
ANHOLE	EACH	1500.0000	1.000	1500.00	1500.00	
S	EACH	550.0000	2.000	1100.00	1100.00	
S	EACH	125.0000	6.000	750.00	750.00	
CRETE SURFACING	SQ YD	14.8500	50.540	750.52	688.89	61.63
CURBS	LIN FT	11.1000	318.900	3539.79	3729.60	189.81-
RAP	CU YD	150.0000	24.000	3600.00	3600.00	
NLET	CU YD	20.0000	15.940	318.80	160.00	158.80
MOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
EXCAVATIO	CU YD	8.3300	74.090	617.17	499.80	117.37
ILE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	8600.00	
RESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.00	
STRESSED CONCRETE PILES	LIN FT	1.6100	465.000	748.65	966.00	217.35-
L CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	13632.00	
PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
MENT	LUMP SUM	4122.0000	100.000	4122.00	4122.00	
E STEEL RAILING	LIN FT	58.5700	242.000	14173.94	14173.94	
C PIPE	LIN FT	1.5600	126.500	197.34	197.34	
C PIPE	LIN FT	4.1200	126.500	521.18	521.18	
PG. 01 9574	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 9574

ESTIMATE NO. 8

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
	PRICE AGREEMENT ITEMS						
3001A	1P TEMP BARRICADE .	DEL BI 3	LUMP SUM	786.0000	100.000	786.00	786.0
3002A	1P HOLES & SLOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.
	ADJUSTMENT ITEMS						
6001A	1P LIQUIDATED DAMAGES		DAY	150.0000-	34.000	5100.00-	5100.
	FORCE ACCOUNT ITEMS						
801	1N REMOVE AND REPLACE	ACK RIP RAP				359.51	359.
802	1P OVER EXCAVATIO FOR	SOFT SUBGRADE				564.05	564.

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

*RETAINAGE TO BE DEPOSITED INTEREST-BEARING ACCOUNT

DATE 06 08 84 Pro. 02 9574	TOTAL CONTRACT ITEMS	178123.48	174254
PREVIOUS VOUCHER NO. 21104	- % RETAINED ON CONTRACT ITEMS		2,000.0
CHECKED BY: RMW/CSM	FORCE ACCOUNT	923.56	923
ENGINEER OR AUDITOR D GREENE	TOTAL PAYMENTS	179,047.04 [illegible]	177,179.6

ENT VOUCHER

GHWAY DIVISION

COUNTY	CONTRACT NO. 9574	ESTIMATE NO. 8	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
GREEMENT ITEMS							
ICADE	DEL BI 3	LUMP SUM	785.0000	100.000	786.00	786.00	
LOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.70	
ENT ITEMS							
D DAMAGES		DAY	150.0000-	34.000	5100.00-	5100.00-	
CCOUNT ITEMS							
D REPLACE	ACK RIP RAP				359.51	359.51	
VATIO FOR	SOFT SUBGRADE				564.05	564.05	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

*RETAINAGE TO BE DEPOSITED IN AN INTEREST-BEARING ACCOUNT.

P. 02 9574	TOTAL CONTRACT ITEMS	178123.48	178256.05	132.57-
21104	- % RETAINED ON CONTRACT ITEMS		2,000.00	2,000.00
/CSM	FORCE ACCOUNT	923.56	923.56	
D GREENE	TOTAL PAYMENTS	179,047.04 [illegible]	177,179.61	1,867.43

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 148-002

STEVE PYLES GENERAL
CONTRACTORS, INC.,

Plaintiff,

v.

THE STATE OF OREGON,

Defendant.

(Oral Argument Requested)

MOTION TO DISMISS, TO STRIKE OR IN THE ALTERNATIVE TO MAKE MORE DEFINITE AND CERTAIN

Comes now defendant State of Oregon and moves the court for its orders as follows:

I

Dismissing plaintiff's Amended Complaint for failure to state a claim for relief. ORCP Rule 21A(8), ORCP Rule 18A.

II

Striking paragraph III of the Amended Complaint as irrelevant, ORCP Rule 21E, or in the alternative, for an order requiring plaintiff to render paragraph III more definite and certain pursuant to ORCP Rule 21D.

III

Striking the second sentence of paragraph IV of the Complaint as irrelevant, ORCP Rule 21E, and as a pleading not varying from the original, ORCP Rule 21E, or in the alternate to require plaintiff to render the allegations of paragraph IV more definite and certain.

IV

Striking paragraph V of the Complaint for failure to state claims separately as required by ORCP Rule 24C, ORCP Rule 18A, and ORCP Rule 16B, and as pleading conclusions of law rather than ultimate facts. ORCP Rule 21E.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
100 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Pyles
v. State
Case No. 148-002
Our File No.
Motion to Dismiss, Strike, D/c
(Title of Document)

☐ Signed ____________, 19__
☒ Filed 6/5, 1984
By Judge ____________

J. Kraemer
(Clerk's Sig.)

SP*31209-137

SALEM

U.S. POSTAGE

0.13

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

ATTN: ____________________

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 148-002

STEVE PYLES GENERAL
CONTRACTORS, INC.,
Plaintiff,

v.

THE STATE OF OREGON,
Defendant.

MEMORANDUM OF LAW

As to Paragraph I of the Motion:

Defendant moves to dismiss plaintiff's Amended Complaint pursuant to ORCP Rule 21A(8) and ORCP Rule 18A. ORCP Rule 18A requires the Complaint be,

> "A plain and concise statement of the ultimate facts constituting a claim for relief without unnecessary repetition." ORCP Rule 18A (emphasis added).

By way of further explanation Professor Merrill in his treatise points to Council of Court Procedure Staff Comments stating,

> "The Council decided to retain fact pleading as opposed to notice pleading, i.e., to retain the requirement of fairly specific description of facts as opposed to adopting the less specific fact description allowable in federal courts . . . The necessity of pleading ultimate facts retains the present Oregon requirement of pleading facts at a fairly specific level." Merrill, Oregon Rules of Civil Procedure: 1984 Handbook, page 39 (emphasis added).

///

In contract cases this rule has been summarized by the courts as follows:

> "The pleader should aver facts upon which he relies so that the court considering his pleading may itself draw the conclusion that the defendant has not complied with the contract." Oeder v. Watt, 107 Or 600 at 604, 214 P 591 (1923).

Ultimate facts to be pled include not only the existence of the contract but a sufficient description of the contractual terms at issue and the defendant's conduct to allow the court to determine from the face of the complaint what the terms of the contract at issue are and if the alleged conduct of the defendant can constitute a violation of them. Normally pleaders meet the requirement either by incorporating the contract by reference or by summarizing the essential terms. Plaintiff in this case has failed to do either. To state a claim for relief plaintiff must set out ultimate facts which establish the existence of the contract, the terms at issue and the manner in which defendant is alleged to have transgressed them. In failing to do so, plaintiff fails to state a claim for relief. ORCP Rule 18A; Davis v. Tyee Industries, 295 Or 467, ___ P2d ___ (1983); Owen, et al v. Leber, et al, 112 Or 136, 228 P 927 (1924); Smith v. Abel, et al, 211 Or 571, 316 P2d 793 (1957).

The court will note that the amount of relief sought is unchanged from plaintiff's first Complaint. Apparently plaintiff has from the beginning wished to litigate issues concerning retainage and completely separate issues concerning time extensions and the assessment of liquidated damages. This is a surprise to defendant as I am sure it is a surprise to the court. Our rules concerning fact pleading are designed to eliminate such surprise and to lead to trials confined to a specific set of issues known to the litigants and to the court from the beginning.

Plaintiff's Complaint is defective in that plaintiff still fails to set out the ultimate facts required to make out a claim for relief. Plaintiff's Amended Complaint should therefore be dismissed pursuant to ORCP Rule 21A(8).

As to Paragraph II of the Motion:

In paragraph III of its Amended Complaint plaintiff alleges that it has completed its obligations under the contract on or before November 25, 1983. Plaintiff fails to plead the terms of the contract or any other matter to establish the significance of the date in reference to the contract. It cannot be determined from the face of the pleading whether plaintiff contends the date was before or after the time set for performance. While plaintiff's allegations in paragraph V that liquidated damages are at issue imply that the date is after the time set for completion, they do not state so with certainty. Standing alone, paragraph III fails to allege that the date is in any manner significant to the claim, nor does it state anything relevant when construed with the remaining paragraphs. Contractual obligations performed beyond the date they are due may fail to give rise to any claim at all. Plaintiff's failure to plead the contract terms make this paragraph wholly irrelevant and subject to a motion to strike. In the alternative defendant moves that the court require plaintiff to render paragraph III of the Amended Complaint more definite and certain pursuant to ORCP Rule 21D by identifying the precise date upon which plaintiff claims to have performed conditions precedent to payment and the relationship of that date to the date upon which performance was required under the terms of the contract.

As to Paragraph III of the Motion:

Defendant moves to strike paragraph IV of the Amended Complaint. By its order dated May 10, 1984, the court ordered plaintiff to render paragraph IV of its original Complaint more definite and certain. Amended Complaint paragraph IV does not vary in form or substance from the original and is consequently subject to a motion to strike. Gruelich v. City of Lake Oswego, 12 Or App 235, 504 P2d 1390 (1973). In the alternative defendant requests that the court again order plaintiff to render the allegations of the paragraph more definite and certain by relating the amount claimed to the breach alleged and the alleged due date for payment to the contract provisions. ORCP Rule 21D.

As to Paragraph IV of the Motion:

Defendant moves to strike paragraph V of the Complaint pursuant to ORCP Rules 24C, 18B, 16D and 21E. In paragraph V of the Amended Complaint, plaintiff suggests through conclusory allegations that not one but at least two claims are to be litigated on the case. They are a claim for retainage and a claim for refund of liquidated damages. Both claims are apparently combined in the $7,317.76 requested at paragraph IV and in the prayer of the Complaint. This is in spite of requirements in ORCP Rule 24C to separately state claim and the requirement in ORCP Rule 18B that the amount of relief demanded on each claim be stated separately. A motion to strike is appropriate to compel plaintiff to separately state its claims. State v. Montag, 132 Or 587, 286 P 995 (1930); Portland v. Baker, et al, 107 Or 28, 212 P 967 (1923).

In addition, the allegations of paragraph V of the Amended Complaint concerning liquidated damages are bold conclusions of law unsupported by any pleading of ultimate facts and are therefore subject to motion to strike on that basis. ORCP Rule 21E.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
100 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

9574

5-8-4

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,) No. 148002
v.) AMENDED COMPLAINT (Breach of Contract)
THE STATE OF OREGON,)
Defendant.)

Plaintiff alleges:

I.

Plaintiff is an Oregon corporation.

II.

Plaintiff entered into a written contract with the State of Oregon acting through the Department of Transportation, Highway Division, on November 23, 1982. Said contract is known as State Contract No. 9574 and concerned the "Daneabo Road Project."

III.

On or before 25 November 1983, plaintiff completed all its obligations to be performed under the contract.

IV.

The Highway Division has wrongfully withheld $7,317.76 from contract payments. The amount has been due and owing since 25 November 1983.

V.

The withheld contract payments represent wrongfully withheld retainage; in addition, the Highway Division wrongfully withheld liquidated damages because it wrongfully denied an extension of time to complete the project.

VI.

Interest is due at 1.5% per month pursuant to ORS 279.575 on the amounts wrongfully withheld.

WHEREFORE, plaintiff prays for judgment in the amount of $7,317.76, together with interest at 1.5% from 25 November 1983, until paid.

ALLEN & YAZBECK

Fred L Kopatich

FRED L. KOPATICH, OSB# 83265
Of Attorneys for Plaintiff

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing

AMENDED COMPLAINT

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

WILLIAM F. CLORAN
ASSISTANT ATTORNEY GENERAL
100 JUSTICE BUILDING
SALEM, OREGON 97310

CERTIFIED A TRUE COPY:

Fred Kopat
Of Attorney for Plaintiff

DATED: 25 May, 1984

Fred L. Kopatich
Fred L. Kopatich OSB# 83265

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
)
Plaintiff,) No.
)
v.) PLAINTIFF'S RESPONSE
) TO DEFENDANT'S RULE
THE STATE OF OREGON,) 21 MOTIONS
)
Defendant.)

Defendant's Motion to Dismiss plaintiff's complaint should be denied because plaintiff has adequately stated ultimate facts sufficient to constitute a claim for breach of contract.

Plaintiff has alleged that it entered into a contract with the State of Oregon, which was acting through the Department of Transportation, Highway Division. The contract is known by both parties as the "Daneabo Road Project," as stated in the complaint. This is sufficient to allow defendant to identify the contract alleged in order to answer the complaint.

Plaintiff has further alleged that it fully performed under the contract. The breach of contract by the Highway Division is also clearly alleged, in that the Highway Division has wrongfully withheld $7,317.76 from the payments due plaintiff under the contract.

These allegations meet the requirements of Owen v. Leber, Smith v. Abel, and Oder v. Watt, as cited in the defendant's Rule 21 Motions. These cases establish the rule that a pleading stating that "defendant refused to comply with the terms of the contract" or that "defendant has failed to perform under the contract" is insufficient. Plaintiff has met this standard. In Owen, the plaintiff brought suit to cancel certain deeds and a contract. The court denied the prayer for cancellation of the contract because the plaintiff failed to aver sufficient facts on which to base a decree. The court stated, at page 140, "all that is required is that the breach complained of be substantially set forth." In Oder, the plaintiff alleged the terms of a contract by which a title company arranged the sale of real estate. The only allegation of the breach was that "defendant fails and refuses to comply with the terms of the contract." The court could not tell which term of the contract was violated, and also stated that the plaintiff should plead the facts so that the court may draw its own conclusion that the defendant has not complied with the contract.

The relevant facts of the contract and breach have been adequately pleaded by plaintiff. The defendant's Motion to Dismiss or, In the Alternative, to Make Paragraphs 2 and 4 More Definite and Certain, should be denied.

Respectfully submitted,

ALLEN & YAZBECK

KAREN E. STRATTON

KAREN E. STRATTON, OSB# 83094
Of Attorneys for Plaintiff

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing

PLAINTIFF'S RESPONSE TO DEFENDANT'S RULE 21 MOTIONS

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

WILLIAM F. CLORAN
ASSISTANT ATTORNEY GENERAL
100 JUSTICE BUILDING
SALEM, OREGON 97310

CERTIFIED A TRUE COPY:

Karen E. Stratton
Of Attorney for Plaintiff

DATED: 10 MAY , 1984

KAREN E. STRATTON

KAREN E. STRATTON OSB# 83094

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 148-002

STEVE PYLES GENERAL CONTRACTORS, INC.,

Plaintiff,

v.

THE STATE OF OREGON,

Defendant.

ORDER

The above captioned matter having come before the court on Monday, May 7, 1984, and the court having heard arguments of counsel for defendant State of Oregon, and having considered defendant's Motion;

IT IS HEREBY ORDERED pursuant to ORCP Rule 21D that plaintiff render paragraphs II and IV of its Complaint more definite and certain.

Plaintiff is granted 15 days from the date of entry of this Order in which to replead.

Dated this ______ day of May, 1984.

Duane R. Ertsgaard, Circuit Judge

CERTIFICATE OF SERVICE

I hereby certify that on the 8th day of May, 1984, I served a true copy of the within proposed Order upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Joseph A. Yazbeck, Jr.
ALLEN & YAZBECK
Attorneys at Law
735 S. W. First Avenue
Third Floor
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

William F. Cloran
Assistant Attorney General
Attorney for Defendant
100 Justice Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 72050

mj

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Steve Pyles
v. State
Case No. 148-002
Our File No.
Order
(Title of Document)

☐ Signed 5-10-84, 19
☐ Filed 5-10-84, 19
By Judge Duane R. Ertsgaard

Beth C. Weyand
(Clerk's Sig.)
Judicial Asst

SP*58280-137

SALEM
SALEM
1984
U.S. POSTAGE
NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

ATTN: /s/ WILLIAM F. CLORAN

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 148-002

STEVE PYLES GENERAL CONTRACTORS, INC.,
Plaintiff,

v.

THE STATE OF OREGON,
Defendant.

ORAL ARGUMENT REQUESTED

MOTION TO DISMISS OR IN THE ALTERNATIVE TO MAKE MORE DEFINITE AND CERTAIN

Comes now the defendant State of Oregon and moves the court for an order dismissing the Complaint in the captioned matter pursuant to ORCP Rule 21A(8) for failure to state a claim for relief, or in the alternative, for an order pursuant to ORCP Rule 21D requiring plaintiff to render paragraphs II and IV of the Complaint more definite and certain so that defendant may form a responsive pleading.

The grounds for the Motion are more fully set out in the Memorandum of Law submitted herewith.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
100 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 148-002

STEVE PYLES GENERAL)
CONTRACTORS, INC.,)
)
Plaintiff,)
)
v.)
)
THE STATE OF OREGON,)
)
Defendant.)

MEMORANDUM OF LAW

Defendant moves to dismiss plaintiff's Complaint pursuant to ORCP Rule 21A(8). The Complaint is insufficient to assert a claim for relief. The Complaint fails to set out the date, form and essential terms of the alleged contract with sufficient specificity for the court to determine from the face of the pleadings what terms of the contract, if any, defendant is alleged to have transgressed. In fact, plaintiff fails to allege sufficient facts to allow the court to determine that defendant is required to pay plaintiff any money at all under the contract. Concerning the sufficiency of a similar complaint, the Supreme Court said:

> "The pleader should aver the facts upon which he relies so that the court considering his pleading, may itself draw the conclusion that the defendant has not complied with the contract. We are unable to determine from the allegation, which one of the terms of the contract has been violated by the defendant, . . . " Oeder v. Watt, 107 Or 600, at 604, 214 P 591 (1923).

The Complaint in the case at bar fails to inform the court in even a general way what the terms of the contract are alleged to be, much less, which, if any, have been violated. More specificity is required before the Complaint can be said to set out a claim for relief. Owen, et al v. Leber, et al, 112 Or 136, 228 P 927 (1924); Smith v. Abel, et al, 211 Or 571, 316 P 793 (1957). The Complaint is insufficient to set out a claim for relief on its face and ought to be dismissed pursuant to ORCP Rule 21A(8).

In the alternative, if the court choses not to dismiss the Complaint, defendant moves that plaintiff be required to render paragraph II and IV more definite and certain by specifically identifying the contract, stating if it is oral or written, and listing the essential terms. Plaintiff should also be required to distinguish which term, if any, entitles plaintiff to the amount claimed. ORCP Rule 21D.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
100 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,
Plaintiff,
v.
THE STATE OF OREGON,
Defendant.

No. 148002

COMPLAINT
(Breach of Contract)

Plaintiff alleges:

I.

Plaintiff is an Oregon corporation.

II.

Plaintiff entered into a contract with the State of Oregon acting through the Department of Transportation, Highway Division, known as the Daneabo Road Project.

III.

On or before 25 November 1983, plaintiff completed all its obligations to be performed under the contract.

IV.

The Highway Division has wrongfully withheld $7,317.76 from contract payments. The amount has been due and owing since 25 November 1983.

V.

Interest is due at 1.5% per month pursuant to ORS 279.575 on the amounts wrongfully withheld.

WHEREFORE, plaintiff prays for judgment in the amount

///

A TRUE COPY

Of Attorneys for

of $7,317.76, with interest at 1.5% from 25 November 1983, until paid.

ALLEN & YAZBECK

JOSEPH A. YAZBECK, JR.

JOSEPH A. YAZBECK, JR., OSB# 77400
Of Attorneys for Plaintiff

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

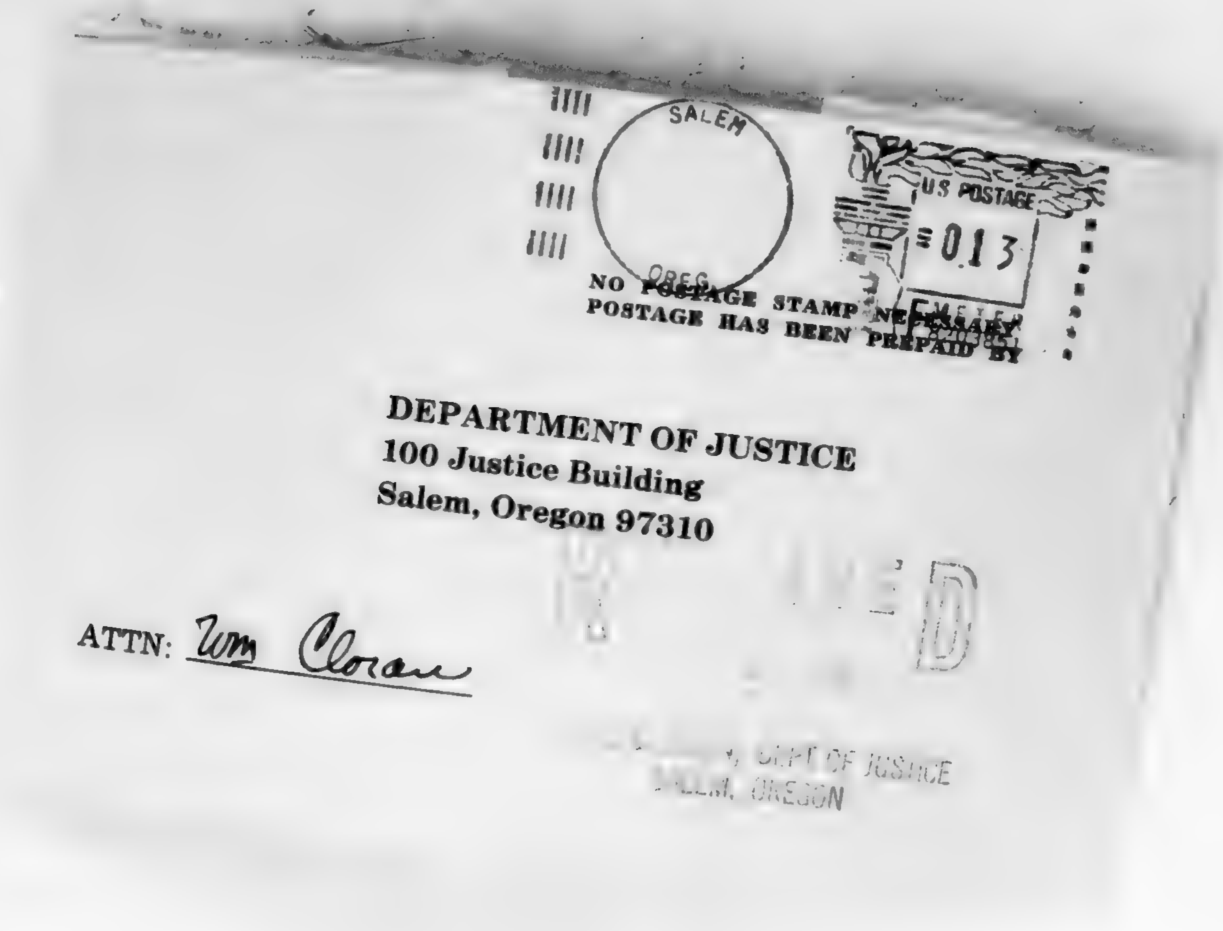
Re: Steve Pyles General Contractor
v. State
Case No. 148-002
Our File No.

Motion to Dismiss / D + C.
(Title of Document)

☐ Signed ______, 19__
☒ Filed April 27, 1984
By Judge

J. Kraemer
(Clerk's Sig.)

SP*58380-137



SALEM OREG.

U.S. POSTAGE 013 METER

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

RECEIVED

DEPT OF JUSTICE
SALEM, OREGON

ATTN: Wm Cloran

CERTIFICATE OF SERVICE

I hereby certify that on the 27th day of April, 1984, I served a true copy of the within Motion to Dismiss on in the Alternative to Make More Definite and Certain with supporting Memorandum which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Joseph A. Yazbeck, Jr.
ALLEN & YAZBECK
Attorneys at Law
735 S. W. First Avenue
Third Floor
Portland, Oregon 97204

William F. Cloran
William F. Cloran
Assistant Attorney General
Attorney for Defendant
100 Justice Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 72050

mj

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2003(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4 20 84

4. PROGRAM NO.

5. ITEM NO. 20025

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/13/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Amazon Creek (Danebo Road) Bridge

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 4/16/84 this will confirm the date of 4/13/84 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $3,000, Federal Funds $2,400. (SFO #1)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
APR 30 '84
REFER TO
Potter
FOR

Info	Insp	R/D	D/R	Sign	Act	File

14. DATE 4/20/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9574

Review of First Complaint
Pyles General Contractors, Inc. vs State of Oregon
Bill Cloran,

13 April 84
Contract # 9574
Amazon Cr (Danebo Rd) Br.

I Admit

II Admit in part. Contract known as "Amazon Cr. (Danebo Rd.) Br. Contract # 9574. Daneabo is misspelled

III Deny. Third notification effective January 24, 1984.

IV Deny or make more clear. Liquidated damages are 34 days @ $150/day for $5100. I don't know why he has added the additional $2217.26 to his complaint. The City of Eugene furnished the project manager and might know. I don't think we can answer without a better understanding of the complaint.

I am certain ~~any~~ the money withheld if any was within the terms of the contract rather than "wrongfully withheld."

V Deny Money not wrongfully withheld. I

Interest due 30 days after claim submitted. I could find nothing in the file placing any significance on the 25 Nov 83 date recited in the complaint.

Keith Martin

7-71

F

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
APR 11 1984
LEGAL

April 5, 1984

Fred D. Miller, Director
Department of Transportation
135 Transportation Building
Salem 97310

NOTED
JACK L. SOLLIS

Re: Pyles v. State

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Marion County Circuit Court. Named defendants include the State of Oregon.

The matter concerns alleged withholding of $7,317.16.

I have assigned this case to Trial Attorney Bill Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R McCulloch Jr

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRMc:mj
c: Keith Martin, Oliver Jackmond
Attachment: Copy of Complaint

RECEIVED
DOT DIRECTOR
APR 9 '84
REFER TO
FOR
☐ Info
☐ Inves
☐ R/D
☐ D/R
☐ Sign
☐ Act
☐ File

SUIT SUMMARY

CLAIM FILE # 734-070-TL0001-84

SUIT STYLED Steve Pyles General Contractors, Inc. v. State of Oregon

COURT Circuit #148002 COUNTY Marion

CAUSE(S) OF ACTION: Breach of Contract

SUMMARY OF OCCURRENCE OR ACCIDENT: unknown

SUMMARY OF INJURY OR DAMAGE: Contractor claims $7317.16 due not paid

PRAYER: $7317.16 + interest

DEMAND $ 7317.16 SETTLEMENT OFFERED: 0 PROPOSED $ 0

ANTICIPATED ADD'L LEGAL FEES & EXP RELATED TO STATE'S DEFENSE $ ____

ESTIMATED PROBABLE CHANCE OF WINNING unknown %

PROBABLE JUDGMENT IF CASE LOST $ 7317.16

SHOULD SETTLEMENT BE CONSIDERED FROM FACTS DEVELOPED TO DATE ___ YES [✓ NO]

REMARKS Complaint says little awaiting info from ODOT

ASSIGNED ATTORNEY William F. Cloran DATE 4-5-84

JRMcC:ph
1.19.84

NOTED
DALE K. [illegible]ORMANN

RECEIVED
APR 0[illegible] 1984
LEGAL

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.
ROBERT L. O'HALLORAN
LYNNIA K. WOODS

735 S. W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

L-8491

April 2, 1984

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

NOTED
JACK L. SOLLIS

Fred Miller, Director
Department of Transportation
Room 135 - Transportation Bldg.
Salem, Oregon 97310

Re: Steve Pyles General Contracting v. The State of Oregon

Dear Mr. Miller:

Enclosed please find a true copy of Summons and Complaint. On March 29, 1984 at 2:15 p.m. at the Transportation Building - Room 135, substitute service of these documents was made, by serving Florence Novell.

Very truly yours,

Mary Elting

Mary Elting
Secretary to Joseph A. Yazbeck, Jr.

me

Enclosure

[illegible] copy [illegible] [illegible] [illegible] [illegible]
JLS
4-9-84

RECEIVED
DOT DIRECTOR

APR 5 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

In the Circuit Court of the State of Oregon

for the County of Marion

Steve Pyles General Contractors, Inc.

Plaintiff

vs.

The State of Oregon

Defendant

No. 145002

SUMMONS

To Fred Miller, Director
Department of Transportation
Room 135 - Transportation Bldg.
Salem, Oregon 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF OREGON RESIDENT ATTORNEY

Joseph A. Yazbeck, Jr. #77400
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

JOSEPH A. YAZBECK, JR.
ATTORNEY OF RECORD FOR PLAINTIFF(S)

Joseph A. Yazbeck, Jr. #77400

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

Joseph A. Yazbeck, Jr. #77400

ALLEN & YAZBECK
ATTORNEYS FOR PLAINTIFF
735 S. W. First Avenue, 3rd Floor
Portland, Oregon 97204
Telephone: [illegible] 224-[illegible]

A TRUE COPY
Of attorneys for

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
)
Plaintiff,) No.
)
v.) COMPLAINT
) (Breach of Contract)
THE STATE OF OREGON,)
)
Defendant.)

Plaintiff alleges:

I.

Plaintiff is an Oregon corporation.

II.

Plaintiff entered into a contract with the State of Oregon acting through the Department of Transportation, Highway Division, known as the Daneabo Road Project.

III.

On or before 25 November 1983, plaintiff completed all its obligations to be performed under the contract.

IV.

The Highway Division has wrongfully withheld $7,317.76 from contract payments. The amount has been due and owing since 25 November 1983.

V.

Interest is due at 1.5% per month pursuant to ORS 279.575 on the amounts wrongfully withheld.

WHEREFORE, plaintiff prays for judgment in the amount

///

A TRUE COPY

Of attorneys for

FILE COPY

of $7,317.76, with interest at 1.5% from 25 November 1983, until paid.

ALLEN & YAZBECK

JOSEPH A. YAZBECK, JR., OSB# 77400
Of Attorneys for Plaintiff

9574

Papers accepted
by Florence Neavoll
3-29-84 2:20 P.M

In the Circuit Court of the State of Oregon

for the County of Marion

Orig to
Sallis for
approp act
3-29

Steve Pyles General Contractors, Inc.

Plaintiff

vs.

NOTED
H. S. COULTER

The State of Oregon

Defendant

No. 148002

SUMMONS

file cy

To Fred Miller, Director
Department of Transportation
Room 135 - Transportation Bldg.
Salem, Oregon 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

JOSEPH A. YAZBECK, JR.

SIGNATURE OF OREGON RESIDENT ATTORNEY

Joseph A. Yazbeck, Jr. #77400

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of .... } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

Joseph A. Yazbeck, Jr. #77400

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

JOSEPH A. YAZBECK, JR.

ATTORNEY(S) FOR PLAINTIFF(S)

Joseph A. Yazbeck, Jr. #77400

ALLEN & YAZBECK
ATTORNEYS FOR PLAINTIFF
735 S. W. First Avenue, 3rd Floor
Portland, Oregon 97204
Telephone (503) 224-[illegible]

PROOF OF SERVICE

STATE OF .... }
County of .... } *ss.*

I hereby certify that I made service of the foregoing summons upon the individuals and other legal entities to be served, named below, by delivering or leaving true copies of said summons and the complaint mentioned therein, certified to be such by the attorney for the plaintiff, as follows:

Personal Service Upon Individual(s)

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on* ...., *19*....., *at* ....*o'clock* ....*M.*

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on* ...., *19*....., *at* ....*o'clock* ....*M.*

Substituted Service Upon Individual(s)**

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ....,
to ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*....., *at*..........*o'clock* ....*M.*

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ....,
to ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*....., *at*..........*o'clock* ....*M.*

Office Service Upon Individual(s)**

Upon ...., *at the office which he/she maintains for the conduct of business at* ....,
by leaving such true copy with ...., *the person who is apparently in charge, on* ...., *19*....., *during normal working hours, at to-wit:* ....*o'clock,* ....*M.*

Service on Corporations, Limited Partnerships or Unincorporated Associations Subject to Suit Under a Common Name

Upon ...., *by*
(NAME OF CORPORATION, LIMITED PARTNERSHIP, ETC.)

(a) delivering such true copy, personally and in person, to .... *who is a/the*
*.. *thereof; OR*

(b) leaving such true copy with ...., *the person who is apparently in charge of the office of* ...., *who is a/the* *.. *thereof;*

*Specify registered agent, officer (by title), director, general partner, managing agent.

at ...., *on*...................., *19*....., *at*..........*o'clock* ....*M.*

DATED.., *19*..........

....
SHERIFF

By..
DEPUTY

I further certify that I am a competent person 18 years of age or older and a resident of the state of service or the State of Oregon, and that I am not a party to nor an officer, director or employee of, nor attorney for any party, corporate or otherwise; that the person, firm or corporation served by me is the identical person, firm or corporation named in the action.
DATED.., *19*.......

....
SIGNATURE

....
TYPE OR PRINT NAME

The signature line on the left should be used only by a sheriff or deputy of a county in Oregon; all other servers complete certificate on the right.

The Proof of Service above contains most, but not all, of the methods of service. For example, this form does not include proof of service on a minor or incompetent person. See ORCP 7D. (2) and 7 D. (3) for complete service methods on particular parties.

*** Where substituted or office service is used, the plaintiff, as soon as reasonably possible, shall cause to be mailed a true copy of the summons and complaint to the defendant at the defendant's dwelling house or usual place of abode, together with a statement of the time, date and place at which such service was made. Use SN Form No. 1149 or equivalent.*

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

No. 148002

COMPLAINT
(Breach of Contract)

Plaintiff alleges:

I.

Plaintiff is an Oregon corporation.

II.

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III.

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IV.

The Highway Division has wrongfully withheld $7,317.76 from contract payments. The amount has been due and owing since 25 November 1983.

V.

Interest is due at 1.5% per month pursuant to ORS 279.575 on the amounts wrongfully withheld.

WHEREFORE, plaintiff prays for judgment in the amount

///

A TRUE COPY

Of attorneys for

of $7,317.76, with interest at 1.5% from 25 November 1983, until paid.

ALLEN & YAZBECK

JOSEPH A. YAZBECK, JR.

JOSEPH A. YAZBECK, JR., OSB# 77400
Of Attorneys for Plaintiff

NOTICE OF AMENDED BOND CLAIM

TO: Little Big Creek Contracting
In Town Post Office Box 168
Elk River, Idaho 83827

Seaboard Surety Company
90 Williams Street
New York, New York 10038

Hoffman Construction Company
Attention: Wayne Thomas
1300 S.W. Sixth Avenue
Portland, Oregon 97207

Jewell Lansing
City Auditor, Portland
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Ann Feeney
Multnomah County Auditor
1021 S.W. Fourth Avenue
Portland, Oregon 97204

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

Secretary of State
State Capitol
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the Oregon-Washington Carpenters - Employers Trust Funds, have a claim in the amount of $3,272.99, with accruing interest on the contributions at the rate of 1% per month, plus the additional sum of $500.00 for reasonable attorney fees, against the performance bond existing between Seaboard Surety Company, as surety, and Hoffman Construction Co., as principal, for employee benefit contributions, liquidated damages, contractual interest, contractual attorney fees, and contractual auditor's fees, for carpentry-type labor performed on the project identified below.

The above stated amount is pursuant to a job audit and records submitted by Hoffman Construction Company. Amounts claimed are for amounts due for work performed by employees of Little Big Creek Construction on the Justice Center Project for the period December, 1982 through July, 1983.

Project: Justice Center Project
216 S.W. Main
Portland, Oregon

Bond No.: 88481

Contract No.: 9294

DATED this 20th day of March, 1984.

PAULL & BARNETT

By: ____________________
Thomas J. Barnett, of Attorneys for the Oregon-Washington Carpenters - Employers Trust Funds

STATE OF OREGON)
) ss.
County of Multnomah)

SUBSCRIBED AND SWORN to before me this 20th day of March, 1984.

____
NOTARY PUBLIC FOR OREGON
My Commission Expires: 1-29-85

PAULL & BARNETT
5441 S.W. Macadam Avenue
208 Bailey Building
Portland, Oregon 97201-3874
(503) 221-0077

RECEIVED
MAR 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LANE CO.

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Amazon Creek Bridge
HIGHWAY: Danebo Road (City Street)
COUNTY: Lane

Contract: 9574
Prefix: 320-1069
F.A.: Bros- 2003 (4)

Bid Item	Items	Unit	Contract Quantity	Final Quantity	Percent + or -
001	Mobilization	Lump Sum	100% Lump Sum	100%	
Summary					
002	Temporary Signs	Sq. Ft.	100.00 Sq. Ft.	151.50 Sq. Ft.	+51.50
Summary	See Price Agreements Error In Quantities Figured				
003	Temporary Barricades	Each	2.0 Each	2.0 Each	
Summary	See Price Agreement No. 1 Provide Lighted Barricades				
004	Flagmen	Hr.	20.0 Hrs.	0.0	-100%
Summary	Bid Item 004 Not Used				
005	Removal of Structures and Obstructions	Lump Sum	100% Lump Sum	100%	
Summary					
006	General Excavation	Cub. Yd.	460.0 Cub. Yd	352.0 Cub. Yd.	-23.48
Summary	Price Agreement No. 2 Additional Bid Item				
007	Channel Excavation	Cub. Yd.	444.5 Cub. Yd.	279.0 Cub. Yd.	-37.19
Summary	Side Slope Elevation to Full				
008	1" - 0 Aggregate Base	Cub. Yd.	1520.0 Tons	1491.63 Tons	-1.87
Summary					

ATEMENT OF OVERRUNS AND UNDERR

PROJECT: Amazon Creek Bridge
HIGHWAY: Danebo Rd. City Street
COUNTY: Lane

Contract: 9574
Prefix: 320-1069
F.A.: Bros- 2003 (4)

Bid Item	Items	Unit	Contract Quantity	Final Quantity	Percent + or -
009	Class B or Class C Asphaltic Concrete	Tons	510.0 Tons	538.17 Tons	+5.52
Summary					
010	12-Inch Sewer Pipe	Lin. Ft.	56.0 Lin. Ft.	117.30 Lin. Ft.	+109.5
Summary	Design Change From 18" to 12" Storm Line See Price Agreement 5				
011	18-Inch Sewer Pipe	Lin. Ft.	158.0 Lin. Ft.	136.0 Lin. Ft.	-13.92
Summary	Delete 18" Inch Storm Line Redesign for 12" Storm Line Price Agreement No. 4				
012	T.V. Insepction of Sewer Lines	Lin. Ft.	211.0 Lin. Ft.	233.0 Lin. Ft.	+10.4
Summary					
013	Concrete Manhole	Each	1.0 Each	1.0 Each	
Summary					
014	Curb Inlets	Each	2.0 Each	2.0 Each	
Summary					
015	Trash Racks	Each	7.0 Each	6.0 Each	-14.29
Summary	18" Line Removed From Plans, Made A Reduction Of One Trash Rack				
016	7-Inch Concrete Surfacing	Yds.	15.0 Yds.	46.39 Yds.	
Summary					

TATEMENT OF OVERRUNS AND UNDERR S

PROJECT: Amazon Creek Bridge
HIGHWAY: Danebo Road (city street)
COUNTY: Lane

Contract: 9574
Prefix: 320-1069
F.A.: Bros-2003 (4)

Bid Item	Items	Unit	Contract Quantity	Final Quantity	Percent + or -
017	Concrete Curbs	Lin. Ft.	315.0 Lin. Ft.	336.0 Lin. Ft.	+6.67
Summary					
018	Sacked Rip Rap	Cub. Yd.	24.0 Cub. Yd.	24.0 Cub. Yd.	
Summary					
019	Filter Blanket	Cub. Yd.	8.0 Cub. Yd.	15.94 Cub. Yd.	+99.25
Summary	Error In Figures Shown on Plans				
020	Bridge Removal Work	Lump Sum	1.0 Lump Sum	1.0 Lump Sum	
Summary					
021	Structure Excavation	Cub. Yd.	60.0 Cub. Yd.	73.67 Cub. Yd.	+22.78
Summary					
022	Furnished Pile Driving Equipment	Lump Sum	1.0 Lump Sum	1.0 Lump Sum	
Summary					
023	Furnished Prestressed Concrete Piling	Lin. Ft.	800.0 Lin. Ft.	800.0 Lin. Ft.	
Summary					
024	Drive Prestressed Concrete Piles	Lin. Ft.	620.0 Lin. Ft.	600.0 Lin. Ft.	-3.22
Summary	See Pad No. 1 For Quanities				

TATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Amazon Creek Bridge
HIGHWAY: Danebo Road City Street
COUNTY: Lane

Contract: 9574
Prefix: 320- 1069
F.A.: Bros- 2003 (4)

Bid Item	Items	Unit	Contract Quantity	Final Quantity	Percen + or -
025	Structural Concrete Class 3300	Lump Sum	1.0 Lump Sum	1.0 Lump Sum	
Summary					
026	4' x 25'/30' Prestressed	Each	14.0 Each	14.0 Each	
Summary					
027	4' x 35'/40' Prestressed	Each	14.0 Each	14.0 Each	
Summary					
028	4' x 40'/45' Prestressed	Each	14.0 Each	14.0 Each	
Summary					
029	Reinforcement	Lump Sum	1.0 Lump Sum	1.0 Lump Sum	
Summary					
030	Tree Tube Steel Railing	Lin. Ft.	242.0 Lin. Ft.	242.0 Lin. Ft.	
Summary					
031	3-Inch P.V.C. Pipe	Lin. Ft.	130.0 Lin. Ft.	126.50 Lin. Ft.	-2.69
Summary					
032	4-Inch P.V.C. Pipe	Lin. Ft.	260.0 Lin. Ft.	0.0 Lin. Ft.	-100%
Summary	Delete Bid Item				

ATEMENT OF OVERRUNS AND UNDERR S

PROJECT:
HIGHWAY:
COUNTY:

Contract:
Prefix:
F.A.:

Bid Item	Items	Unit	Contract Quantity	Final Quantity	Percent + or -
033	5-Inch P.V.C. Pipe	Lin. Ft.	130.0 Lin. Ft.	126.50 Lin. Ft.	-0.02
Summary					

1 Versteeg ✓
Anderson
2 Adams
(kr) Macnab
Edwards
Turpin
Trout
Wakerlig

RECEIVED
FEB 27 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

9574

F

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.
ROBERT L. O'HALLORAN
LYNNIA K. WOODS

735 S. W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

February 27, 1984

W.E. Schwartz, P.E.
Assistant State Highway
Engineer for Operation
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Contract Time Review - Steve Pyles General Contractor, Inc.
- Amazon Creek (Danebo Road) Bridge - Contract No. 9574

Dear Mr. Schwartz:

My client, Steve Pyles General Contractor, Inc., has presented the information to you which supports his claim for time extension. You have simply denied the claim.

Since the Claims Review Board will not meet with us, I will be filing a lawsuit shortly.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY:as

cc: Steve Pyles

RECEIVED STATE HWY ENGR						
FEB 28 '84						
REFER TO Const.						
FOR						
Info	Invest	R/D	D/R	Sign	Act	File
✓					✓	

February 17, 1984

CON

Joseph A. Yazbeck, Jr.
Attorney at Law
735 SW First Avenue
Strowbridge Building
Portland, OR 97204

Contract Time Reveiw
Steve Pyles General Contractor, Inc.
Amazon Cr. (Danebo Road) Bridge
Contract No. 9574

I have your letter dated February 16 requesting a Claims Review Board hearing on behalf of the contractor, Steve Pyles General Contractor, in respect to contract time on the above project.

The function of the Contract Claims Review Board is to review contractor claims for additional compensation and to submit recommendations to the Engineer concerning these claims. Since requests for adjustment of contract time are not claims for additional compensation, these matters are not reviewed by our Contract Claims Review Board. Contract time adjustments are administered by the Engineer in accordance with Section 108.09 of the contract provisions. The Engineer has delegated this administrative authority to me.

Your client, Steve Pyles General Contractor, was advised that I would consider any data submitted which documents actual delays to project completion. Any such additional data should be submitted to Project Manager Jack Guthrie in order to provide the most expeditious review.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:rk sl

bc Steve Pyles
Jim Gix w/att.
Doug Green w/att.
Jack Guthire w/att.

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR
ROBERT L. O'HALLORAN
LYNNIA K. WOODS

735 S.W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

RECEIVED
FEB 07 1984
LEGAL

February 16, 1984

NOTED
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General
100 Justice Building
Salem, OR 97310

Re: Time Extension Request
Steve Pyles General Contractor, Amazon Creek (Danebo Road)
Bridge; Contract No. 9574
FAP No. BROS-2003(4)

Dear Jack:

I request a Claims Review Board hearing on behalf of Steve Pyles General Contractor.

Enclosed is Schwartz' last letter on the subject.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY:as

Enclosure

cc: Steve Pyles

CE RECEIVED OM
CAS CA
FOF
OCS FEB 3 1984
SCS CONSTRUCTION SECTION
SSO CP

January 16, 1984

CON

Steve Pyles General Contractor, Inc.
P.O. Box 3041
Salem, Oregon 97302

Time Extension Review Meeting
Amazon Creek (Danebo Road) Bridge
Contract No. 9574
FAP No. BROS-2003(4)

This is to confirm the results of our meeting of January 6 with you to review your previously submitted request for additional contract time on the above project.

You had requested additional time due to the late delivery of certain materials, weather conditions, and staking errors.

At the close of our meeting, I advised you that it did not appear that additional time could be considered for the late delivery of materials, and that I would consider any data that you wished to submit documenting actual delays to project completion resulting from reasonably unpredictable weather conditions and/or staking errors by the City of Eugene. As explained, "reasonably predictable weather conditions" is the criteria for determining excusable delays, "abnormal weather" is not. You were also advised that the data contained in the Project Manager's files does not agree with the weather data you previously submitted.

Should you wish to submit additional data concerning weather or staking delays, please submit them to Project Manager Jack Guthrie.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey
D. W. Greene
Jack Guthrie, City of Eugene

9571

January 10, 1984

Steve Pyles
General Contractors, Inc.
P.O. Box 3041
Salem, Oregon 97302

ATTENTION: INFORMATION ON WAGE PAYROLL FORM WH 347

The City of Eugene called your office about payroll forms on Bristol Bay Contractors, on January 9, 1984 with no answer.

At this time Bristol Bay Contractors need Wage Payroll Form WH 347 weeks ending February 12, 1983, February 19, 1983, March 12, 1983, March 19, 1983, March 26, 1983, April 2, 1983, and April 9, 1983.

Paul A. Anderson
Paul Anderson
City Inspector

PA1116GLB

Time Extension Protest Meeting
Amazon Creek (Danebo) Bridge
Contract No. 9574
1-6-84

①

Steve Pyles, contractor
Jack Guthrie, City of Eugene
— Anderson, " " "
J.X. Wilson, OSHD
D.B. Jackmund, OSHD
Doug Greene, OSHD

Pyles: April was wet, soil was poor, couldn't do work

Schwartz: You asked for 30 days due to 3 reasons: ① weather, ② late mat'l. delivery; ③ staking error

Pyles: Didn't know how to submit a request - never submitted one before.

Pyles: Can't give you, today, the amount of time for each of the 3 reasons. Can and will furnish this later. Mat'l. was a minor part of the delay.

Schwartz: Your (Pyles letter of Aug 8).

Jack Guthrie: A copy of past 6 yrs. of April, May, June rainfall.

Pyles: If you want more data, I'll give it to you. If you want to deny this - do so & let's get to the next step.

Pyles: Staking errors on the So. side of Br. & "soft spot"

Anderson: Not a staking error. Error was by subcontractor & we have letter in our file that subcontractor acknowledges that it was his problem.

Time Ext. - Protest Meetin
Amazon Creek (Danebo) Bridge
Contract No. 9674
1-6-84

Schwartz: I won't grant time for late mat'l. but would consider any data you wish to submit in reference to staking errors and weather.

Pyles: I want to go to next step.

Schwartz: There is no other step within the Dep't.

Pyles: O.K. I'll go back & consider what to do. shall I contact you? (Schwartz = No, the City of Eugene)

Pyles: what is holing up the finaling of this job?

~~Wee~~ ~~Ander~~

Anderson: Weekly payroll~~s~~ certs. for Bristoll Bay

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Amazon Crk Bridge
WEEK ENDING: Dec 24, 1983
SECTION PREFIX: 320-1069
HIGHWAY: Danebo Rd
COUNTY: Lane
NAME OF JOB: Amazon Creek Bridge
KIND OF WORK: Bridge
CONTRACTOR: Steve Pyles Const.
CONTRACT NUMBER: 9574
FEDERAL AID PROJECT NUMBER: BROS - 2003-(4)
DATE OF CONTRACT: 12-18-83
DATE WORK STARTED: 2-7-83
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN:
SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 195
CALENDAR DAYS USED: 229
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 117
PROJECT AUTHORIZATION: $ 207,126.05
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 190,702.51
ENGINEERING AUTHORIZATION: $ 16,424.14
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $
ENGINEERING COST TO DATE: $
DATE PROJECT WAS COMPLETED: 8-3-83
ESTIMATED PERCENT: OVERRUN UNDERRUN ____%
PERCENT OF AUTHORIZATION ____%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%				
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16617							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		Work Completed
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY		0		

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JAN 3 1984
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Need Form WH 347 for completion of all paper work & 3rd Notification.

SIGNED Jack D. Guthrie LOCATION City of Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

December 21, 1983

Steve Pyles
General Contractors, Inc.
P.O. Box 3041
Salem, Oregon 97302

RE: AMAZON CREEK (DANEBO ROAD) BRIDGE CONTRACT #9574 OF# 82-503 LIQUIDATED DAMMAGES

This is to inform you that we have previously attempted to contact you by telephone and memo to discuss Liquidated Damages.

Please respond so a meeting can be scheduled with the State Highway Officials to discuss Liquidated Damages on the project. Please contact me at 687-5264 or at the address enclosed.

Jack Guthrie

Jack Guthrie
Project Manager

JG1103GLB

December 21, 1983

82-503

Doug Green
State Highway Division
1849 1/2 Garden Way
Eugene, Oregon 97403

SUBJECT: AMAZON CREEK (DANEBO ROAD) BRIDGE
Contract 9574
Contractor Steve Pyles General Contractor
Regarding Time Extensions

Enclosed is the wirtten documentation from our files in relation to the request for time extension.

Missing is the second request from Steve Pyles on Form #E-320 (REV)-5M-9-64, only his request letter of August 8, 1983.

Mr. Steve Pyles has not complied with request of August 15, 1983 that he contact Jack Guthrie Project Manager to arrange meetings about this matter. Mr Steve Pyles has not made a formal request for any additional meetings through this office.

This office made several attempts to contact Mr. Pyles in November to set up a meeting on November 28-29 or December 2 in Salem. Mr Pyles did not return our calls, even though the answering service state that he had received the messages.

Jack Guthrie

Jack Guthrie
Project Manager

JG1102GLB

CL 83-290

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED

December 19, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9574

Eugene Sand & Gravel, Inc.
PO Box 1067
Eugene, OR 97440

Attention: E. D. Ellis
Credit Manager

Gentlemen:

This will acknowledge your letter of December 9, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Eugene Sand & Gravel, Inc.
AMOUNT:	$2,035.13
FOR:	Material
AGAINST (Prime contractor)	Steve Pyles General Contractor, Inc.
CONTRACT NO.:	9574
PROJECT:	Amazon Creek (Danebo Rd.) Bridge in Eugene, Lane County
SURETY:	Reliance Insurance Company
AGENT:	Emery & Karrigan

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. COMMEN

Robert W. Commen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2-22-83 kjm

cc: Steve Pyles General Contractor, Inc.
PO Box 3041
Salem, OR 97302

Reliance Insurance Co.
825 NE Multnomah
Portland, OR 97232

Emery & Karrigan, Inc.
One S.W. Columbia
Portland, OR 97258

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

EUGENE SAND & GRAVEL, INC.
P.O. BOX 1067 EUGENE, OREGON 97440 • (503) 683-6400
3000 DELTA HIGHWAY NORTH

December 9,1983

State of Oregon
Transportation Department
Attention: Bob Gormsen
121 Transportation Building
Salem, OR. 97310

Dear Bob,

I wanted to notify you that Steve Pyles has a balance open of $2,035.13 due us. This debt was incurred on the Amazon Creek Bridge, Danebo Road - Lane County job. Contract # 9574. This debt pertains to an agreement Steve Pyles had with us that was unfullfilled by Steve Pyles. The material shipped was 18" Prestress Bridge Slabs. Please enter this as a filing against the retainage and/or bond whichever is attainable , if any. Thank you.

Sincerely,

Eugene Sand & Gravel, Inc.

E.D. Ellis
Credit Manager

EDE/kb

RECEIVED
DEC 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PRE-MIXED CONCRETE · CRUSHED ROCK · SAND & GRAVEL · LOAM · ASPHALT PAVING · PRECAST-PRESTRESSED CONCRETE
SINCE 1900

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

December 7, 1983

Steve Pyles
General Contractor Inc.
P.O. Box 3041
Salem, Oregon

RE: SECOND NOTIFICATION OF NON-COMPLIANCE WITH COPELAND REGULATION
(29CFR PART 3)

The first letter was sent to you on October 17, 1983 about the problem with form WH 347, as of this date the problem still exist.

The state will not except the third notification until all paper work is completed.

Paul Anderson
Construction Inspector

PA:lb

RECEIVED
DEC 01 1983
LEGAL

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.
ROBERT L. O'HALLORAN
LYNNIA K. WOODS

735 S. W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

ATTENTION: PRT

FROM: JACK L. SOLLIS

COMMENTS: what do you want to do.

Form 731-0022 (6-80) SP*71282-734

November 30, 1983

Jack Sollis
Counsel, Highway Division
Transportation Building
Salem, Oregon 97310

Re: Time Extension Request - Amazon Creek (Danebo Rd.) Bridge, Contract No. 9574, FAP No. BROS-2003(4), File No. CON

Dear Jack:

On November 3, 1983, I sent you a letter requesting a meeting between you, Schwartz, Steve Pyles and myself on the above-referenced matter. Will you and Schwartz meet with us or should we simply request a hearing with the Claims Review Board?

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY/mle

cc: Steve Pyles

RECEIVED
STATE HWY ENGR
DEC 2 '83
REFER TO
FOR

Info	Inves	R/D	D.R.	Sign	Act	File

Jack — The Contractor has been advised through the Const. office to work w/project manager and arrange a meeting w/Const. If they want Yazbeck to attend that meeting it is O.K.

WES

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,
Plaintiff,
v.
THE STATE OF OREGON,
Defendant.

No. 148002

MEMORANDUM IN OPPOSITION TO DEFENDANT'S RULE 21 MOTIONS

Response to Paragraph I of Defendant's Motion

Defendant's Motion to Dismiss plaintiff's Amended Complaint is not proper. It is a long standing rule in Oregon that a complaint is not subject to dismissal, even if its allegations appear vague, indefinite or uncertain to the defendant, as long as the complaint sufficiently appraises the opponent of the nature of the cause of action alleged. *Murray v. Lambe*, 174 Or 239, 148 P2d 797 (1944); *Williams v. Schrunk*, 140 Or App 61, 511 P2d 1252 (1973). As the court in *Murray*, *supra*, 174 Or at 248-249, stated:

> We agree that the complaint in question falls far short of being a simple and concise statement of the facts constituting the alleged cause of action. In many particulars it is vague, indefinite and uncertain. It is not the purpose of the demurrer [now motion to dismiss], however, to serve as a motion to make the pleading more definite and certain. . . .
>
> When the pleader alleges sufficient facts in such a case, but states them in such a vague and ambiguous manner that the precise nature of the charge or defense is not apparent, *the remedy of the adverse party is by motion to compel him make it more definite and certain*. (emphasis added)

While the Amended Complaint may be subject to a motion to make more definite and certain, it adequately apprises the defendant of the nature of the charge against him. Contrary to defendant's assertions in its Memorandum, plaintiff has specified exactly, by number, which state contract is at issue. In addition, in paragraph V of the Amended Complaint, plaintiff has put defendant on notice as to which contract terms are at issue. A reading of the complaint should lead defendant to the contract terms relating to retainage, liquidated damages, and time extensions for plaintiff's performance.

The three Oregon cases cited by defendant in its memorandum do not stand for the proposition that, by failing to specify "the manner in which defendant is alleged to have transgressed [the contract terms]", the complaint is subject to dismissal. The actual rule of the cases is that a complaint is subject to a demurrer [dismissal] if the plaintiff alleges only that there was a "breach of contract" without indicating in some way how the contract was breached. In Oeder v. Watt, 107 Or 600, 214 P 591 (1923), the complaint alleged "the defendant fails and refuses to comply with the terms of the contract." The court stated, at p. 604: "We are unable to determine from the allegations, which one of the terms of the contract has been violated by defendant . . . " See, also, Smith v. Able, et al, 211 Or 571, 316 P2d 793 (1957); Owen, et al v. Laber, et al, 112 Or 136, 228 P 927 (1924).

Plaintiff has alleged substantially more than a mere "breach of contract." Defendant is on notice how the contract was breached and which terms are at issue in the present litigation. Therefore, the complaint is not subject to defendant's motion to dismiss.

Defendant appears also to assert that in amending its complaint to specify in exactly which ways defendant wrongfully withheld the contract payments, it has somehow raised a new issue and "surprised" the defendant. In fact, paragraph V of the Amended Complaint now specifies, more exactly, in which ways the monies due plaintiff were wrongfully withheld. In amending its complaint, plaintiff has done exactly what defendant wanted in its original Rule 21 Motion - to make the allegations of breach more definite and certain. Plaintiff has averted surprise in so amending its complaint.

Response to Paragraph II

Defendant has waived any objections to paragraph III of the Amended Complaint by its failure to makes its motion against the identical paragraph in the original complaint (attached hereto as Exhibit 1) in its earlier Rule 21 Motion against the original complaint. ORCP 21(F).

ORCP 21(F) provides, in part:

> If a party makes a motion under this Rule . . . but omits therefrom any defense or objection then available to the party which this rule permits to be raised by motion, the parties shall not thereafter make a motion based on a defense or objection so admitted, except a motion as provided in subsection

> G.(3) of this rule on any of the grounds there stated.

The exceptions to the waiver in paragraph G.(3) do not apply to the objections in paragraph II of defendant's motion. Therefore, defendant waived its motion against paragraph III of the Amended Complaint since the present motion against that paragraph was available to defendant when it made its earlier Rule 21 Motions; paragraph III is identical in the original and Amended Complaint.

There appear to be no Oregon cases applying Rule 21's waiver rules in this situation - when separate Rule 21 Motions are made against both an original and an amended complaint. However, the interpretation given FRCP 12 is relevant here, since that rule, and particularly, its waiver provision in section 12(g), are nearly identical to ORCP 21F. Under FRCP 12(g), as interpreted, any motion made against an amended complaint that was available against an original complaint is waived if it was not raised in a motion attacking the original complaint:

> The leading comentators are in accord that, once having waived the defense of lack of jurisdiction over the person . . . Rule 12(g) prevents the defense from being revitalized even though plaintiffs amended their complaint . . . An amendment to the pleadings permits the responding pleader to assert only such of those defenses which may be presented in a motion under Rule 12 as were not available at the time of his response to the initial pleading. An unasserted defense available at the time of response to an initial pleading may not be asserted when the initial pleading is

> amended. (emphasis added)

Rowley v. McMillan, 502 F2d 1326 (4th Cir. 1974).

Even if the defendant has not waived its objections to paragraph III, that paragraph is nonetheless not subject to his motion. The plaintiff, in a breach of contract action, may state that he has duly performed in conclusory terms, and need not specify which terms he has performed. Oeder v. Watt, supra, 107 Or at 604.

In paragraph III, plaintiff has stated that it completely performed its contract obligations at least by a certain date. Presumably, defendant has access to the contract at issue and can determine if plaintiff timely completed its obligations. If defendant believes plaintiff did not fulfill its obligations timely, it should more properly assert so as an affirmative defense or counterclaim.

Response to Paragraph III

Plaintiff responds that it did render paragraph IV of its original complaint more definite and certain by the addition of paragraph V in the Amended Complaint. As argued above, plaintiff is required only to specify the terms of the contract breached in order to overcome defendant's motion to strike. In addition, paragraph V of the Amended Complaint is really not uncertain regarding amounts sued on for each breach of the contract. Plaintiff has stated in paragraph IV the total amount withheld from the contract payments. Defendant's records should show the amount of retainage withheld. Any difference represents amounts withheld due to defendant's refusal to grant a time extension on performance of the contract.

Response to Paragraph IV

Plaintiff has not asserted two separate "claims" in its complaint requiring separate statements of each, as the term "claim" has been interpreted by Oregon courts.

As long as the plaintiff asserts several breaches arising out of a single contract, all such breaches may be pleaded in a single "claim" or count. Sibel v. Layne & Bowler, Inc., 56 Or App 387, 641 P2d 668 (1982). The two cases cited by defendant relate to completely different situations than that presented here. In State v. Monthe, 132 Or 587, 286 P 995 (1930), the plaintiff asserted alternate theories of recovery under express contract and under quantum meruit. The court held that the plaintiff was required to separately state its claims based upon such completely separate underlying legal theories. Similarly, in Portland v. Baker, et al, 107 Or 28, 212 P 967 (1923), the plaintiff alleged claims against several defendants based upon both tort and contract theories. The court required separation of tort and contract theories in separate claims.

The allegations concerning liquidated damages are not subject to defendant's motion to strike since, as argued above,

///

///

defendant is on notice regarding which contract terms are at issue.

ALLEN & YAZBECK

FRED KOPATICH

FRED L. KOPATICH, OSB# 83265
Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
)
Plaintiff,) No. 148002
)
v.) COMPLAINT
) (Breach of Contract)
THE STATE OF OREGON,)
)
Defendant.)

Plaintiff alleges:

I.

Plaintiff is an Oregon corporation.

II.

Plaintiff entered into a contract with the State of Oregon acting through the Department of Transportation, Highway Division, known as the Daneabo Road Project.

III.

On or before 25 November 1983, plaintiff completed all its obligations to be performed under the contract.

IV.

The Highway Division has wrongfully withheld $7,317.76 from contract payments. The amount has been due and owing since 25 November 1983.

V.

Interest is due at 1.5% per month pursuant to ORS 279.575 on the amounts wrongfully withheld.

WHEREFORE, plaintiff prays for judgment in the amount

///

Exhibit L, Page 1 of 2
Page 8 Memo

of $7,317.76, with interest at 1.5% from 25 November 1983, until paid.

ALLEN & YAZBECK

JOSEPH A. YAZBECK, JR., OSB# 77400
Of Attorneys for Plaintiff

Exhibit 1, Page 2 of 2
Page 9 - Memo

734-070-TL0001-84 Cloran

Papers accepted
by Florence Nearoll
3-29-84 2:20 P.M

L-8491

In the Circuit Court of the State of Oregon

for the County of Marion

Steve Pyles General Contractors, Inc.

Plaintiff

vs.

The State of Oregon

Defendant

No. 148002

SUMMONS

To Fred Miller, Director
Department of Transportation
Room 135 - Transportation Bldg.
Salem, Oregon 97310
Defendant.

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

JOSEPH A. YAZBECK, JR.

SIGNATURE OF OREGON RESIDENT ATTORNEY

Joseph A. Yazbeck, Jr. #77400

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of .... } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

Joseph A. Yazbeck, Jr. #77400

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

JOSEPH A. YAZBECK, JR.

ATTORNEY(S) FOR PLAINTIFF(S)

Joseph A. Yazbeck, Jr. #77400

Post office address at which papers in the above entitled action may be served by mail.

ALLEN & YAZBECK
ATTORNEYS FOR PLAINTIFF
735 S. W. First Avenue, 3rd Floor
Portland, Oregon 97204
Telephone (503) 224-[illegible]

PAGE 1—SUMMONS

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

PROOF OF SERVICE

STATE OF .... }
County of .... } *ss.*

I hereby certify that I made service of the foregoing summons upon the individuals and other legal entities to be served, named below, by delivering or leaving true copies of said summons and the complaint mentioned therein, certified to be such by the attorney for the plaintiff, as follows:

Personal Service Upon Individual(s)

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on* ...., *19*......, *at* .... *o'clock* .....*M.*

Upon ...., *by delivering such true copy to him/her, personally and in person, at* ...., *on* ...., *19*......, *at* .... *o'clock* .....*M.*

Substituted Service Upon Individual(s)**

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*......, *at* .... *o'clock* .....*M.*

Upon ...., *by delivering such true copy at his/her dwelling house or usual place of abode, to-wit:* ...., *to* ...., *who is a person over the age of 14 years and a member of the household of the person served on* ...., *19*......, *at* .... *o'clock* .....*M.*

Office Service Upon Individual(s)**

Upon ...., *at the office which he/she maintains for the conduct of business at* ...., *by leaving such true copy with* ...., *the person who is apparently in charge, on* ...., *19*......, *during normal working hours, at to-wit:* .... *o'clock,* .....*M.*

Service on Corporations, Limited Partnerships or Unincorporated Associations Subject to Suit Under a Common Name

Upon ...., *by*
(NAME OF CORPORATION, LIMITED PARTNERSHIP, ETC.)

(a) delivering such true copy, personally and in person, to .... *who is a/the* *.. *thereof; OR*

(b) leaving such true copy with ...., *the person who is apparently in charge of the office of* ...., *who is a/the* *.. *thereof;*

*Specify registered agent, officer (by title), director, general partner, managing agent.

at ...., *on* ...., *19*......, *at* .... *o'clock* .....*M.*

DATED ...., *19*.........

....
SHERIFF

By ....
DEPUTY

I further certify that I am a competent person 18 years of age or older and a resident of the state of service or the State of Oregon, and that I am not a party to nor an officer, director or employee of, nor attorney for any party, corporate or otherwise; that the person, firm or corporation served by me is the identical person, firm or corporation named in the action.

DATED ...., *19*.........

....
SIGNATURE

....
TYPE OR PRINT NAME

The signature line on the left should be used only by a sheriff or deputy of a county in Oregon; all other servers complete certificate on the right.

The Proof of Service above contains most, but not all, of the methods of service. For example, this form does not include proof of service on a minor or incompetent person. See ORCP 7D. (2) and 7 D. (3) for complete service methods on particular parties.

*** Where substituted or office service is used, the plaintiff, as soon as reasonably possible, shall cause to be mailed a true copy of the summons and complaint to the defendant at the defendant's dwelling house or usual place of abode, together with a statement of the time, date and place at which such service was made. Use SN Form No. 1149 or equivalent.*

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

STEVE PYLES GENERAL CONTRACTORS, INC.,)
Plaintiff,)
v.)
THE STATE OF OREGON,)
Defendant.)

No. 148002

COMPLAINT
(Breach of Contract)

Plaintiff alleges:

I.

Plaintiff is an Oregon corporation.

II.

Plaintiff entered into a contract with the State of Oregon acting through the Department of Transportation, Highway Division, known as the Daneabo Road Project.

III.

On or before 25 November 1983, plaintiff completed all its obligations to be performed under the contract.

IV.

The Highway Division has wrongfully withheld $7,317.76 from contract payments. The amount has been due and owing since 25 November 1983.

V.

Interest is due at 1.5% per month pursuant to ORS 279.575 on the amounts wrongfully withheld.

WHEREFORE, plaintiff prays for judgment in the amount

///

A TRUE COPY

Of attorneys for

of $7,317.76, with interest at 1.5% from 25 November 1983, until paid.

ALLEN & YAZBECK

JOSEPH A. YAZBECK, JR.

JOSEPH A. YAZBECK, JR., OSB# 77400
Of Attorneys for Plaintiff

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE STEVE PYLES GENERAL CONTRACTOR INC PO BOX 3041 SALEM OR 97302	VOUCHER DATE 11-25-83	TOTAL AMOUNT $ 7,810.93

CONTRACT NO. 9574	ESTIMATE NO. 7 SF	APPROVED: DF 12 1 83 Designated Authority
PERIOD COVERED: TO 8-3-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ (Name) CERTIFY THAT I AM ______________________ (Capacity)

FOR ______________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM, THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID. FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.	If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435

Form 734-1020X (Rev. 8-81)

```
CONTRACT #   9574                                     -31 07

 320 1069   201(41)  1   P          827.59
 320 1069   201(41)  1   N           94.31
            GROUP TOTAL CONTRACT ITEMS  P            475.47
            GROUP TOTAL FORCE ACCOUNT   P            352.12
            GROUP TOTAL FORCE ACCOUNT   N             94.31


      GRAND TOTAL CONTRACT ITEMS                     475.47
      GRAND TOTAL FORCE ACCOUNT                      446.43

 320 1069   204(41)
```

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.: BROS2003004

SECTION: AMAZON CR (DA[illegible] RD) BR

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	1P MOBILIZATION	LUMP SUM	10337.8300	100.000	10337.83	1 337
002	1P TEMPORARY SIGNS	SQ FT	5.0000	151.500	757.50	757
005	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	100.000	1500.00	[illegible]
006	1P GENERAL EXCAVATION	CU YD	4.5000	460.000	2070.00	070
007	1P CHANNEL EXCAVATION	CU YD	5.2000	445.000	2314.00	2314
008	1P 1"-0 AGGREGATE BASE	TON	6.2000	1,466.120	9089.94	[illegible]614
009	1P CLASS B OR CLASS C ASPHLTCONCRETE	TON	33.4900	538.170	18023.31	18023
010	1P 12-INCH SEWER PIPE PA 5	LIN FT	14.0000	117.300	1642.20	1642
11	1P 18-INCH SEWER PIPE PA 4	LIN FT	37.7500	136.000	5134.00	134
012	1P T V INSPECTION OF SEWER LINES PA 3	LIN FT	1.0000	189.000	189.00	189
013	1P CONCRETE MANHOLES	EACH	1500.0000	1.000	1500.00	1500
014	1P CURB INLETS	EACH	550.0000	2.000	1100.00	1100
015	1P TRASH RACKS	EACH	125.0000	6.000	750.00	750
016	1P 7-INCH CONCRETE SURFACING	SQ YD	14.8500	46.390	688.89	688
017	1P CONCRETE CURBS	LIN FT	11.1000	336.000	3729.60	3729
018	1P SACKED RIPRAP	CU YD	150.0000	24.000	3600.00	3600
019	1P FILTER BLANKET	CU YD	20.0000	8.000	160.00	16
020	1P BRIDGE REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000
021	1P STRUCTURE EXCAVATION	CU YD	8.3300	60.000	499.80	499
022	1P FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	860
023	1P FURNISH PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	1500
024	1P DRIVE PRESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	96
025	1P STRUCTURAL CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	1363
026	1P 4'X25'/30' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	1972
027	1P 4'X35'/40' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	1972
028	1P 4'X40'/45' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	1972
029	1P REINFORCEMENT	LUMP SUM	4122.0000	100.000	4122.00	412
030	1P THREE TUBE STEEL RAILING	LIN FT	58.5700	242.000	14173.94	1417
031	1P 3-INCH PVC PIPE	LIN FT	1.5600	126.500	197.34	19
033	1P 5-INCH PVC PIPE	LIN FT	4.1200	126.500	521.18	52

DATE: 11 23 83 PG. 01 9574	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

MENT VOUCHER

HIGHWAY DIVISION

COUNTY
LANE

HIGHWAY
CITY STREET

FEDERAL AID PROJECT NO.
BROS2003004

SECTION
AMAZON CR (DANEBO RD) BR

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ATION	LUMP SUM	10337.8300	100.000	10337.83	10337.83	
RY SIGNS	SQ FT	5.0000	151.500	757.50	757.50	
OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
EXCAVATION	CU YD	4.5000	460.000	2070.00	2070.00	
EXCAVATION	CU YD	5.2000	445.000	2314.00	2314.00	
GREGATE BASE	TON	6.2000	1,466.120	9089.94	8614.47	475.47
B OR CLASS C ASPHLTCONCRETE	TON	33.4900	538.170	18023.31	18023.31	
H SEWER PIPE PA 5	LIN FT	14.0000	117.300	1642.20	1642.20	
H SEWER PIPE PA 4	LIN FT	37.7500	136.000	5134.00	5134.00	
SPECTION OF SEWER LINES PA 3	LIN FT	1.0000	189.000	189.00	189.00	
E MANHOLES	EACH	1500.0000	1.000	1500.00	1500.00	
NLETS	EACH	550.0000	2.000	1100.00	1100.00	
ACKS	EACH	125.0000	6.000	750.00	750.00	
CONCRETE SURFACING	SQ YD	14.8500	46.390	688.89	688.89	
TE CURBS	LIN FT	11.1000	336.000	3729.60	3729.60	
RIPRAP	CU YD	150.0000	24.000	3600.00	3600.00	
BLANKET	CU YD	20.0000	8.000	160.00	160.00	
REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
URE EXCAVATION	CU YD	8.3300	60.000	499.80	499.80	
H PILE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	8600.00	
H PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.00	
PRESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.00	
URAL CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	13632.00	
/30' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
/40' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
/45' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
RCEMENT	LUMP SUM	4122.0000	100.000	4122.00	4122.00	
TUBE STEEL RAILING	LIN FT	58.5700	242.000	14173.94	14173.94	
H PVC PIPE	LIN FT	1.5600	126.500	197.34	197.34	
H PVC PIPE	LIN FT	4.1200	126.500	521.18	521.18	

3 PG. 01 9574

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

9574 7

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

NO	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUN
	PRICE AGREEMENT ITEMS						
3001A	1P TEMP BARRICADES	DEL 81 3	LUMP SUM	786.0000	100.000	786.00	7[illegible].0
3002A	1P HOLES & SLOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.
	ADJUSTMENT ITEMS						
6001A	1P LIQUIDATED DAMAGES		DAY	150.0000-	34.000	5100.00-	100.
	FORCE ACCOUNT ITEMS						
801	1N REMOVE AND REPLACE	SACK RIP RAP				359.91	265.
802	1P OVER EXCAVATION FOR	SOFT SUBGRADE				564.05	211.

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 11 23 83 PG. 02 9574	TOTAL CONTRACT ITEMS	178256.05	17778
PREVIOUS VOUCHER NO. 16513	LS % RETAINED ON CONTRACT ITEMS	2,000.00	8,88
CHECKED BY: PG/CSM	FORCE ACCOUNT	923.56	477
ENGINEER OR AUDITOR D GREENE	TOTAL PAYMENTS	177,[illegible].61	[illegible]

ENT VOUCHER

HWAY DIVISION

COUNTY		9574	7
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
GREEMENT ITEMS							
ICADES	DEL BI 3	LUMP SUM	786.0000	100.000	786.00	786.00	
LOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.70	
ENT ITEMS							
D DAMAGES		DAY	150.0000-	34.000	5100.00-	100.00-	
CCOUNT ITEMS							
D REPLACE	SACK RIP RAP				359.51	265.20	94.31
VATION FOR	SOFT SUBGRADE				564.05	211.93	352.12
			GROSS RETAINAGE				
			TREASURER DEPOSIT				
			* NET RETAINAGE				
PG. 02	9574		TOTAL CONTRACT ITEMS		178256.05	177780.58	475.47
	16513	LS	% RETAINED ON CONTRACT ITEMS		2,000.00	8,889.03	6,889.03
	PG/CSM		FORCE ACCOUNT		923.56	477.13	446.43
	D GREENE		TOTAL PAYMENTS		177,1[illegible].61	[illegible]	[illegible]

FORCE ACCOUNT SUMMARY

HIGHWAY DIVISION

PROJECT NAME (SECTION) AMAZON CREEK BRIDGE			CONTRACT NO. 9574
HIGHWAY DANEBO ROAD	COUNTY LANE		PREFIX 320- 1069
CONTRACTOR STEVE PYLES General CONTRACTORS, Inc.		ESTIMATE NO. 7	F.A. PROJECT NO Bros 2003

	EXTRA WORK ORDER NUMBERS	1	2		
1	Labor invoice				
2	Labor Invoice				
3	Labor Invoice				
4	Labor Invoice				
5	Equipment and Materials Invoice	85.74 ~~109.18~~	320.11 ~~349.08~~		
6	Equipment and Materials Invoice				
7	Equipment and Materials Invoice				
8	Total Current Force Account (Add lines 1 thru 7)	~~109.18~~	~~349.08~~		
9	Prior Total Force Account (Total from line 10 prior Summary)	241.09 ~~350.27~~	192.66 ~~541.74~~		
10	Total Force Account (Add lines 8 & 9)	~~109.18~~ 326.83	~~349.08~~ 512.77		
11	Prior Total Subcontracted Force Account (Total from line 13 prior Summary)	241.09 ~~109.18~~	~~349.08~~		
12	Subcontracted Force Account (Total from this Summary)	85.74 ~~109.18~~	320.11 ~~349.08~~		
13	Total Subcontracted Force Account (Add lines 11 & 12)	326.83 ~~350.27~~	512.77 ~~541.74~~		
14	10% Allowance (Line 13 up to $2,000 X 10%)	~~10.19~~ 32.68	~~34.91~~ 51.28		
15	3% Allowance (Line 13 amount over $2,000 X 3%)	32.68	51.28		
16	Total Allowance (Add lines 14 & 15)	~~10.19~~ 359.51	~~34.91~~ 564.05		
17	Performed to Date (Add lines 10 & 16) Enter on Progress Estimate and Cost Report	~~119.37~~	~~383.99~~		

Remarks: Used Equip. Rates from wrong time periods - also sometimes wrong section: Returned to project manager
Corrected copies of Rate Determination Forms Peterbilt (1968) s/b 26.38, 350 Loader s/b 16.6?,
580C Backhoe s/b 22.68, 130G Grader s/b 84.75
Mack Truck s/b 46.05, Flatbed Trailer s/b 2.25

Approved by Resident Engineer Jack H. Guthrie	Date 11-9-83	Auditor
Approved by Region Engineer	Date 11-16-83	Date 11/22/83

SP*86'1

RECEIVED
NOV 11 1983
LEGAL

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.

ROBERT L. O'HALLORAN
LYNNIA K. WOODS

735 S.W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

November 10, 1983

NOTED
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General
Department of Justice
Highway Legal
113 Transportation Building
Salem, OR 97310

Re: Time Extension Request - Contract No. 9574

Dear Jack:

I disagree with your letter of November 8, 1983. I suggest that you, I, Steve Pyles and Schwartz get together. This matter is just going to far. We do not have any further factual information to submit to Schwartz and we think Pyles is entitled to a time extension based upon the information submitted in Steve's letter.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY/mle

cc: Steve Pyles

11-16-83

X c - J.X. Wilson - Please ask Jack Guthrie to contact contractor and arrange a meeting in Schwartz' office.

mg

__ CE __ RECEIVED __ CIL __
/ CAE J __ CA __
__ FOE __ NOV 15 1983 __ LS __
__ OCS __ TC __
__ SCS __ CONSTRUCTION __ FR __
__ EEO __ SECTION __ CP __

DAVE FROHNMAYER
ATTORNEY GENERAL

STATE OF OREGON
1859

DEPARTMENT OF JUSTICE
HIGHWAY LEGAL
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

November 8, 1983

Joseph A. Yazbeck Jr.
735 SW First Avenue
Strowbridge Bldg.
Portland, OR 97204

Re: Time Extension Request - Contract No. 9574

In reply to your letter of November 3, 1983, please be advised that in reviewing the material submitted I note that Mr. Schwartz, in his letter of August 15, 1983 to Mr. Steve Pyles, indicated that if he wished to discuss the matter further he should contact project manager Jack Guthrie and he could meet in Mr. Schwartz's office to discuss the matter.

I cannot see any useful function that would be served by my injecting myself into the claim at this stage. I suggest that you contact Mr. Schwartz and arrange for a meeting to discuss the matter further.

Jack L. Sollis
Assistant Attorney General

JLS:lt

[illegible]
[illegible] '83
REFER TO

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.
ROBERT L. O'HALLORAN
LYNNIA K. WOODS

735 S. W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

November 3, 1983

NOTED
JACK L. SOLLIS

Jack Sollis
Counsel, Highway Division
Transportation Building
Salem, OR 97310

Re: Time Extension Request - Amazon Creek (Danebo Rd.) Bridge, Contract No. 9574, FAP No. BROS-2003(4), File No. CON

Dear Jack:

I enclose Steve Pyles' letter of August 8, 1983, together with the data which he submitted and W. E. Schwartz's answer of August 15, 1983. I also enclose a copy of the latest contract payment voucher for the contract. As you can see, there is $8,889.03 being retained on this contract. We request that this be released immediately.

After you have had the opportunity to review this material, please give me a call.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY/mle

Enclosure

STEVE PYLES
GENERAL CONTRACTOR, INC.

August 8, 1983

Department of Transportation
Highway Division
Attn; W.E. Schwartz, P.E.
Transportation Building
Salem, OR 97310

Re: Time Extension Request
Amazon Creek (Danebo Road) Bridge
Contract No. 9574
FAP No. BROS-2003(4)
File No. CON

Dear Mr. Schwartz,

Since receiving the letter dated July 20, 1983 from your office, our office has been compiling documentation on the weather conditions between April 2, 1983 and June 18, 1983. This documentation consists of the time sheet charges signed each week by Jack Guthrie, and the National Oceanic and Atmospheric Administration.

The time sheets show that in that eleven week timespan there were 15 days of rain. The National Oceanic and Atmospheric Administration's data for this years' rainfall between April and June is as follows:

	April	May	June
This Year	3.35	1.81	1.78
Normal	.52	1.97	Trace

We feel that this information substantiates our claim that the weather conditions were not "reasonably predictable" as per Standard Specifications 108.09.

We therefore respectfully request that you reconsider your denial of this request for a thirty calendar day extension.

Sincerely,

Steve Pyles

Steve Pyles

Steve Pyles
[illegible]

cc: Jack Guthrie
Joseph Yazbeck

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge

HIGHWAY: City Street Danebo rd

COUNTY: Lane

CONTRACTOR:
Steve Pyles Contractor
General Contractors Inc.
P.O Box 3041
Salem, Oregon

CONTRACT NO: 9574

PREFIX: 320-1064

F A PROJECT NO: Bros 2003 (4)

WEEK ENDING: June 18 1983

DATE MAILED TO CONTRACTOR:

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)							
BEGINNING DATE OF TIME CHARGE							
Day of Week	Day of Month	Predominant Weather (For Workdays Projects Only)					
Sun.	12	Cloudy	1				
Mon.	13	Sun	1				
Tue.	14	Sun	1				
Wed	15	Cloudy	1				
Thu	16	Cloudy	1				
Fri.	17	Cloudy-rain	1				
Sat	18	Cloudy	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			176				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			183				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			12				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER): Jack H. Guthrie
PER [illegible]

734-3483 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge		CONTRACT NO 9574
HIGHWAY City Street Danebovd	COUNTY Lane	PREFIX 320-1064
CONTRACTOR Steve Pyles Contractor General Contractor Inc P.O. Box 3041 Salem Oregon		F A PROJECT NO Bros 2003 (4)
		WEEK ENDING June 11 1983
		DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)							
BEGINNING DATE OF TIME CHARGE							
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	5	Sun	1				
Mon.	6	Sun	1				
Tue.	7	Sun	1				
Wed.	8	Sun	1				
Thu.	9	Cloudy	1				
Fri.	10	Rain	1				
Sat.	11		1				

DAYS CHARGED THIS WEEK		7				INSTRUCTIONS: Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order." Submit weekly if time has expired on FIXED DATE projects.
DAYS CHARGED ON PREVIOUS STATEMENT REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)		169				
DAYS CHARGED TO END OF CURRENT WEEK		176				
LIMITING	CALENDAR WORKDAYS					
NUMBER	CALENDAR DAYS	195				
OF DAYS	WORKDAYS					
FIXED DATE (Specified Completion Date)		July 1 1983				
DAYS REMAINING		19				
EXCESS DAYS USED						

RECEIVED
JUN 16 1983
PYLES & HOWARD
File No. ____

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)
Jack H. Guthrie

734-3463 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge

HIGHWAY: Danebo rd City Street

COUNTY: Lane

CONTRACTOR: Steve Pyles General Cont
P.O. Box 3041
Salem Ore

CONTRACT NO: 4574

PREFIX: 320-1064

F A PROJECT NO: Bros 2003 (4)

WEEK ENDING: June 4 1983

DATE MAILED TO CONTRACTOR:

CONTRACT TIME UNITS (All, a, b, c, etc.)			ALL				REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For "Workdays" Projects Only)					
Sun	29	Cloudy	1				
Mon	30	Rain Holiday	1				
Tue	31	Rain	1				
Wed	1	Cloudy-rain	1				
Thu	2	Cloudy	1				
Fri	3	Cloudy	1				
Sat	4	Cloudy	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			162				
REVISIONS AND ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			169				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 7 1983				
DAYS REMAINING			26				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED
JUN - 6 1983
PYLES & HOWARD
File No. ____________

COMMENTS

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie

734-3483 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge

HIGHWAY: Danebo rd City Street

COUNTY: Lane

CONTRACTOR:
Steve Pyles General Cont.
P.O. Box 3041 Salem Oregon

CONTRACT NO: 9574

PREFIX: 320-1064

F A PROJECT NO: Bros 2003 (4)

WEEK ENDING: May 28 1983

DATE MAILED TO CONTRACTOR:

CONTRACT TIME UNITS (All, a, b, c, etc.)			all				REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	22		1				
Mon	23		1				
Tue.	24		1				
Wed.	25		1				
Thu	26		1				
Fri.	27		1				
Sat	28		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			155				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			162				
LIMITING	CALENDAR WORKDAYS						
NUMBER	CALENDAR DAYS		195				
OF DAYS	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			33				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED
MAY 31 1983
PYLES & HOWARD
File No.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie

734-3483 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge			CONTRACT NO 9574
HIGHWAY Danebo road	COUNTY Lane		PREFIX 320-1064
CONTRACTOR Steve Pyles General Cont. P.O. Box 3041 Salem Ore			F A PROJECT NO Bros 2003 (4)
			WEEK ENDING May 21 1983
			DATE MAILED TO CONTRACTOR

CONTRACT TIME UNITS (All, a, b, c, etc.)			all				REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For Workdays Projects Only)					
Sun.	15	Cloudy - rain	1				
Mon.	16	Cloudy	1				
Tue	17	Cloudy	1				
Wed.	18	Part Sun	1				
Thu	19	Sun	1				
Fri.	20	Sun	1				
Sat	21	Sun	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			148				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			155				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			40				
EXCESS DAYS USED							

RECEIVED
MAY 23 1983
PYLES & HOWARD
File No. ____________

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order." Submit weekly if time has expired on FIXED DATE projects.

COMMENTS

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie

734-3483 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge
CONTRACT NO: 9574
HIGHWAY: Danebo road
COUNTY: Lane
PREFIX: 320-1064
CONTRACTOR: Steve Pyles General Contractor
P.O. Box 3041 Salem, Ore.
F.A. PROJECT NO: Bros 2003 (4)
WEEK ENDING: May 14 1983
DATE MAILED TO CONTRACTOR:

CONTRACT TIME UNITS (All, a, b, c, etc.)			all			
BEGINNING DATE OF TIME CHARGE			12-18-82			
Day of Week	Day of Month	Predominant Weather (For Workdays Projects Only)				
Sun	8	Rain	1			
Mon	9	Cloudy	1			
Tue	10	Cloudy	1			
Wed	11	Sun-Cloudy	1			
Thu	12	Cloudy	1			
Fri	13	Sun	1			
Sat	14		1			
DAYS CHARGED THIS WEEK			7			
DAYS CHARGED ON PREVIOUS STATEMENT			141			
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)						
DAYS CHARGED TO END OF CURRENT WEEK			148			
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS					
	CALENDAR DAYS		195			
	WORKDAYS					
FIXED DATE (Specified Completion Date)			July 1 1983			
DAYS REMAINING			47			
EXCESS DAYS USED						

REASONS FOR NOT CHARGING TIME

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED
MAY 17 1983
PYLES & HOWARD
File No. ______

COMMENTS

SIGNED BY (RESIDENT ENGINEER) Jack H Guthrie

734-3483 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge
CONTRACT NO: 9574
HIGHWAY: Danebo road
COUNTY: Lane
PREFIX: 320- 1064
CONTRACTOR:
Steve Pyles General Contractor
P.O Box 3041 Salem Ore.
F.A. PROJECT NO: Bros 2003 (4)
WEEK ENDING: May 7 1983
DATE MAILED TO CONTRACTOR:

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For Workdays Projects Only)					
Sun.	1	Cloudy	1				
Mon.	2	Cloudy	1				
Tue.	3		1				
Wed.	4		1				
Thu.	5		1				
Fri.	6		1				
Sat.	7		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			134				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			141				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			54				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly till time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER): Jack H. Guthrie

734-3483 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge	CONTRACT NO 9574
HIGHWAY Danebo road — COUNTY Lane	PREFIX 320- 1064
CONTRACTOR Steve Pyles General Contractor P.O. Box 3041 Salem Ore.	F A PROJECT NO Bros 2003 (4)
	WEEK ENDING April 30 1983
	DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	24		1				
Mon.	25	Cloudy rain	1				
Tue.	26	Sunny	1				
Wed.	27	Sunny-	1				
Thu	28	Cloudy	1				
Fri.	29	Cloudy	1				
Sat.	30		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			127				
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			134				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195.				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			61				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED
PYLES & HOWARD
NO.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack D. Guthrie

734-3483 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge

CONTRACT NO: 9574

HIGHWAY: Danebo road

COUNTY: Lane

PREFIX: 320-1064

CONTRACTOR:
Steve Pyles General Contractor
P.O. Box 3041 Salem Ore

F.A. PROJECT NO: Bros 2003 (4)

WEEK ENDING: April 23 1983

DATE MAILED TO CONTRACTOR:

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun	17	Sun	1				
Mon	18	Cloudy	1				
Tue	19	Cloudy-rain	1				
Wed	20	Cloudy	1				
Thu	21	Cloudy	1				
Fri	22	Showers	1				
Sat	23	Cloudy	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			120				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			127				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			68				
EXCESS DAYS USED							

[illegible] U [illegible]:
[illegible] ecified
[illegible] NDAR
[illegible] DAY
[illegible] xcept
[illegible] by
[illegible] order."
[illegible] expired
on F...EL [illegible] E projects.

RECEIVED
APR 2_ 1983
PYLES & [illegible]
FILE NO.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER): Jack H. Guthrie City of Eugene

734-3483 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge	CONTRACT NO 9574
HIGHWAY Danebo road — COUNTY Lane	PREFIX 320 - 1064
CONTRACTOR Steve Pyles General Contractor P.O. Box 3041 Salem ORE.	F A PROJECT NO Bros: 2003 (4)
	WEEK ENDING April 16 1983
	DATE MAILED TO CONTRACTOR

CONTRACT TIME UNITS (All, a, b, c, etc.)			ALL				REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	10	Cloudy	1				
Mon.	11	Cloudy	1				
Tue.	12	Sun	1				
Wed	13	Sun	1				
Thu.	14	Sun	1				
Fri.	15	Sun	1				
Sat.	16	Cloudy	1				
DAYS CHARGED THIS WEEK			7				INSTRUCTIONS: Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order." Submit weekly if time has expired on FIXED DATE projects.
DAYS CHARGED ON PREVIOUS STATEMENT			113				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			120				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			75				
EXCESS DAYS USED							

RECEIVED

APR 1

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)
Jack D. Guthrie

734-3483 (Rev. 5-81)

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Bridge

HIGHWAY: Danebo road

COUNTY: Lane

CONTRACTOR:
Steve Pyles General Contractor
P.O. Box 3041 Salem OREGON

CONTRACT NO: 9574

PREFIX: 320-1064

F A PROJECT NO: Broo 2003 (4)

WEEK ENDING: April 2 1983

DATE MAILED TO CONTRACTOR:

CONTRACT TIME UNITS (All, a, b, c, etc.)			ALL			
BEGINNING DATE OF TIME CHARGE			12-18-82			
Day of Week	Day of Month	Predominant Weather (For "Workdays" Projects Only)				
Sun	27		1			
Mon.	28	Cloudy	1			
Tue	29	rain	1			
Wed.	30	rain	1			
Thu	31	rain	1			
Fri	1	Cloudy	1			
Sat	2		1			
DAYS CHARGED THIS WEEK			7			
DAYS CHARGED ON PREVIOUS STATEMENT			99			
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)						
DAYS CHARGED TO END OF CURRENT WEEK			106			
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS					
	CALENDAR DAYS		195			
	WORKDAYS					
FIXED DATE (Specified Completion Date)			July 1 1983			
DAYS REMAINING			89			
EXCESS DAYS USED						

REASONS FOR NOT CHARGING TIME

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order." Submit weekly if time has expired on FIXED DATE projects.

COMMENTS

SIGNED BY (RESIDENT ENGINEER)
Dave Reinhard

734-3483 (Rev. 5-81)

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 15, 1983

In Reply Refer to
File No

CON

Steve Pyles
General Contractor, Inc.
P. O. Box 3041
Salem, OR 97302

Time Extension Request
Amazon Creek (Danebo Rd.) Bridge
Contract No. 9574

Your letter of August 8 requests that reconsideration be given to your prior request of additional contract time on the above project. Since no additional factual data was submitted, there is no basis for reconsideration at this time.

Should you wish to discuss this matter, please contact Project Manager Jack Guthrie and he will arrange a meeting of all interested parties in my office to afford you that opportunity.

For W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

RECEIVED
AUG 17 1983
PYLES & HOWARD
File No. ____________

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE STEVE PYLES GENERAL CONTRACTOR INC PO BOX 3041 SALEM OR 97302	VOUCHER DATE 10-20-83	TOTAL AMOUNT $ 505.45

CONTRACT NO 9574	ESTIMATE NO. 6	APPROVED Designated Authority
PERIOD COVERED. TO 8-3-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ (Name) CERTIFY THAT I AM ______________________ (Capacity)

FOR ______________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM, THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST, THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED, AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON, FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID. FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.	If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435

Form 734-1020X (Rev. 8-81)

COPY

HIGHWAY DIVISION

FORCE ACCOUNT SUMMARY

PROJECT NAME (SECTION): Amazon Creek Bridge
CONTRACT NO: 9574
HIGHWAY: Danebo Road
COUNTY: Lane
PREFIX: 320-1069 (4)
CONTRACTOR: Steve Pyles General Contractor
ESTIMATE NO: 6
F.A. PROJECT NO: Bros 2003 (4)

	EXTRA WORK ORDER NUMBERS	[✓ 1]	2	3	
1	Labor invoice	~~238.98~~	241.07		
2	Labor Invoice				
3	Labor Invoice				
4	Labor Invoice				
5	Equipment and Materials Invoice	~~108.65~~			
6	Equipment and Materials Invoice				
7	Equipment and Materials Invoice				
8	Total Current Force Account (Add lines 1 thru 7)	241.07 ~~347.63~~			
9	Prior Total Force Account (Total from line 10 prior Summary)	0			
10	Total Force Account (Add lines 8 & 9)	241.07 ~~347.63~~			
11	Prior Total Subcontracted Force Account (Total from line 13 prior Summary)	0			
12	Subcontracted Force Account (Total from this Summary)	241.07 ~~347.63~~			
13	Total Subcontracted Force Account (Add lines 11 & 12)	241.07 ~~347.63~~			
14	10% Allowance (Line 13 up to $2,000 X 10%)	24.11 ~~34.76~~	~~38.24~~		
15	3% Allowance (Line 13 amount over $2,000 X 3%)				
16	Total Allowance (Add lines 14 & 15)	24.11 ~~34.76~~	0		
17	Performed to Date (Add lines 10 & 16) Enter on Progress Estimate and Cost Report	[illegible] ~~382.39~~	~~38.24~~		

CIRCLE SUBCONTRACTED ENTRIES

Remarks: [illegible] ~~[illegible]~~ [illegible] Equip [illegible] adding taxes + insurance ([illegible] 40%) = ~~[illegible]~~
No ~~[illegible]~~ completed equip forms recvd.

Approved by Resident Engineer: Jack D. Guthrie
Date: 8-17-83
Auditor:
Approved by Region Engineer:
Date: 9-15-83
Date:

734-3385 (Rev 3-81)
SP*86183-734

FORCE ACCOUNT SUMMARY

HIGHWAY DIVISION

PROJECT NAME (SECTION) Amazon Creek Bridge			CONTRACT NO 9574
HIGHWAY Danebo Road	COUNTY Lane		PREFIX 320-1069 (4)
CONTRACTOR Steve Pyles General Contractor		ESTIMATE NO 6	F.A. PROJECT NO. Bros 2003 (4)

	EXTRA WORK ORDER NUMBERS	2 ~~1~~	~~2~~	~~3~~	
1	Labor invoice	192.66 ②			
2	Labor Invoice				
3	Labor Invoice				
4	Labor Invoice				
5	Equipment and Materials Invoice	~~348.96~~			
6	Equipment and Materials Invoice	~~366.02~~ ①			
7	Equipment and Materials Invoice				
8	Total Current Force Account (Add lines 1 thru 7)	192.66 ~~714.98~~			
9	Prior Total Force Account (Total from line 10 prior Summary)				
10	Total Force Account (Add lines 8 & 9)	192.66 ~~714.98~~			
11	Prior Total Subcontracted Force Account (Total from line 13 prior Summary)	—			
12	Subcontracted Force Account (Total from this Summary)	192.66 ~~714.98~~			
13	Total Subcontracted Force Account (Add lines 11 & 12)	192.66 ~~714.98~~			
14	10% Allowance (Line 13 up to $2,000 X 10%)	19.27 —	71.50		
15	3% Allowance (Line 13 amount over $2,000 X 3%)	—			
16	Total Allowance (Add lines 14 & 15)	19.27			
17	Performed to Date (Add lines 10 & 16) Enter on Progress Estimate and Cost Report	211.93 ~~786.48~~			

CIRCLE SUBCONTRACTED ENTRIES

Remarks: ① No invoices for 76.69 Ton rock.
② Labor unlisted above
③ Labor + equip ~~Sheet~~ invoices show
④ [illegible]

Approved by Resident Engineer Jack D. Guthrie	Date 8-17-83	Auditor
Approved by Region Engineer J. K. Wilson	Date 9-15-83	Date

73[illegible]-33[illegible] (Rev 3-81)

SP*8618

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

LANE		9574	6
HIGHWAY CITY STREET		FEDERAL AID PROJECT NO. BROS2003004	
SECTION AMAZON CR (DANEBO RD) BR			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION	LUMP SUM	10337.8300	100.000	10337.83	10337.83
002	1P TEMPORARY SIGNS	SQ FT	5.0000	151.500	757.50	757.50
005	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	100.000	1500.00	1500.00
006	1P GENERAL EXCAVATION	CU YD	4.5000	460.000	2070.00	2070.00
007	1P CHANNEL EXCAVATION	CU YD	5.2000	445.000	2314.00	1341.60
008	1P 1"-0 AGGREGATE BASE	TON	6.2000	1,389.430	8614.47	8614.47
009	1P CLASS B OR CLASS C ASPHLTCONCRETE	TON	33.4900	538.170	18023.31	18023.31
[illegible]	1P 12-INCH SEWER PIPE PA 5	LIN FT	14.0000	117.300	1642.20	1642.20
[illegible]	1P 18-INCH SEWER PIPE PA 4	LIN FT	37.7500	136.000	5134.00	5134.00
012	1P T V INSPECTION OF SEWER LINES PA 3	LIN FT	1.0000	189.000	189.00	189.00
013	1P CONCRETE MANHOLES	EACH	1500.0000	1.000	1500.00	1500.00
014	1P CURB INLETS	EACH	550.0000	2.000	1100.00	1100.00
015	1P TRASH RACKS	EACH	125.0000	6.000	750.00	750.00
016	1P 7-INCH CONCRETE SURFACING	SQ YD	14.8500	46.390	688.89	688.89
017	1P CONCRETE CURBS	LIN FT	11.1000	336.000	3729.60	3729.60
018	1P SACKED RIPRAP	CU YD	150.0000	24.000	3600.00	3600.00
019	1P FILTER BLANKET	CU YD	20.0000	8.000	160.00	160.00
020	1P BRIDGE REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.00
021	1P STRUCTURE EXCAVATION	CU YD	8.3300	60.000	499.80	499.80
022	1P FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	8600.00
023	1P FURNISH PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.00
024	1P DRIVE PRESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.00
025	1P STRUCTURAL CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	13632.00
026	1P 4'X25'/30' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.9
[illegible]	1P 4'X35'/40' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.9
028	1P 4'X40'/45' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.9
029	1P REINFORCEMENT	LUMP SUM	4122.0000	100.000	4122.00	4122.0
030	1P THREE TUBE STEEL RAILING	LIN FT	58.5700	242.000	14173.94	14173.9
031	1P 3-INCH PVC PIPE	LIN FT	1.5600	126.500	197.34	197.3
033	1P 5-INCH PVC PIPE	LIN FT	4.1200	126.500	521.18	521.1

DATE 10 19 83 PG. 01 9574	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

T VOUCHER

AY DIVISION

LANE	9574	6
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO. BROS2003004	
SECTION AMAZON CR (DANEBO RD) BR		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
N	LUMP SUM	10337.8300	100.000	10337.83	10337.83	
IGNS	SQ FT	5.0000	151.500	757.50	757.50	
STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
AVATION	CU YD	4.5000	460.000	2070.00	2070.00	
AVATION	CU YD	5.2000	445.000	2314.00	1341.60	972.40
ATE BASE	TON	6.2000	1,389.430	8614.47	8614.47	
CLASS C ASPHLTCONCRETE	TON	33.4900	538.170	18023.31	18023.31	
ER PIPE PA 5	LIN FT	14.0000	117.300	1642.20	1642.20	
ER PIPE PA 4	LIN FT	37.7500	136.000	5134.00	5134.00	
ION OF SEWER LINES PA 3	LIN FT	1.0000	189.000	189.00	189.00	
NHOLES	EACH	1500.0000	1.000	1500.00	1500.00	
	EACH	550.0000	2.000	1100.00	1100.00	
	EACH	125.0000	6.000	750.00	750.00	
RETE SURFACING	SQ YD	14.8500	46.390	688.89	688.89	
RBS	LIN FT	11.1000	336.000	3729.60	3729.60	
AP	CU YD	150.0000	24.000	3600.00	3600.00	
KET	CU YD	20.0000	8.000	160.00	160.00	
OVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
XCAVATION	CU YD	8.3300	60.000	499.80	499.80	
LE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	8600.00	
ESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.00	
TRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.00	
CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	13632.00	
PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
ENT	LUMP SUM	4122.0000	100.000	4122.00	4122.00	
STEEL RAILING	LIN FT	58.5700	242.000	14173.94	14173.94	
PIPE	LIN FT	1.5600	126.500	197.34	197.34	
PIPE	LIN FT	4.1200	126.500	521.18	521.18	

PG. 01 9574	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

COPY

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 9574

ESTIMATE NO. 6

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMO
	PRICE AGREEMENT ITEMS						
3001A	1P TEMP BARRICADES	DEL BI 3	LUMP SUM	786.0000	100.000	786.00	78
3002A	1P HOLES & SLOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	8
	ADJUSTMENT ITEMS						
6001A	1P LIQUIDATED DAMAGES		DAY	150.0000-	34.000	5100.00-	43
	MATERIALS ON HAND						
7031	1P 3 INCH PVC PIPE		LIN FT	.4400			
7032	1P 4 INCH PVC PIPE		LIN FT	.7200			18
7033	1P 5 INCH PVC PIPE		LIN FT	1.1000			
	FORCE ACCOUNT ITEMS						
801	1N REMOVE AND REPLACE	SACK RIP RAP				265.20	
802	1P OVER EXCAVATION FOR	SOFT SUBGRADE				211.93	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

* RETAINAGE TO BE DEP
BEARI

DATE 10 19 83 PG. 02 9574

PREVIOUS VOUCHER NO. 06867

CHECKED BY: RMW/DT

ENGINEER OR AUDITOR

TOTAL CONTRACT ITEMS	1777[illegible]	177
5% RETAINED ON CONTRACT ITEMS	8,889.03	8,887
FORCE ACCOUNT	477.13	
TOTAL PAYMENTS	[illegible]	

MENT VOUCHER

IGHWAY DIVISION

COUNTY	CONTRACT NO. 9574	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
AGREEMENT ITEMS							
RRICADES	DEL BI 3	LUMP SUM	786.0000	100.000	786.00	786.00	
SLOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.70	
TMENT ITEMS							
TED DAMAGES		DAY	150.0000-	34.000	5100.00-	4350.00-	750.00-
ALS ON HAND							
PVC PIPE		LIN FT	.4400			1.54	1.54-
PVC PIPE		LIN FT	.7200			187.20	187.20-
PVC PIPE		LIN FT	1.1000			3.85	3.85-
ACCOUNT ITEMS							
AND REPLACE	SACK RIP RAP				265.20		265.20
EAVATION FOR	SOFT SUBGRADE				211.93		211.93

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

* RETAINAGE TO BE DEPOSITED IN AN INTEREST DEARING ACCOUNT.

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PG. 02 9574	TOTAL CONTRACT ITEMS	[illegible]	[illegible]	[illegible]
967	5% RETAINED ON CONTRACT ITEMS	8,899.03	8,887.54	1.49
W/DT	FORCE ACCOUNT	[illegible]		[illegible]
	TOTAL PAYMENTS			

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.
ROBERT L. O'HALLORAN
LYNNIA K. WOODS

735 S.W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

November 3, 1983

NOTED
JACK L. SOLLIS

Jack Sollis
Counsel, Highway Division
Transportation Building
Salem, OR 97310

Re: Time Extension Request - Amazon Creek (Danebo Rd.) Bridge, Contract No. 9574, FAP No. BROS-2003(4), File No. CON

Dear Jack:

I enclose Steve Pyles' letter of August 8, 1983, together with the data which he submitted and W. E. Schwartz's answer of August 15, 1983. I also enclose a copy of the latest contract payment voucher for the contract. As you can see, there is $8,889.03 being retained on this contract. We request that this be released immediately.

After you have had the opportunity to review this material, please give me a call.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY/mle

Enclosure

9574

CL 83-176

✓Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 2 1983
NORMA PAULUS
SECRETARY OF STATE

October 31, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9574

Rick Olsen Construction Co., Inc.
2877 Van Avenue
Eugene, OR 97401

Attention: Cheryl Olsen
Treasurer-Secretary

Gentlemen or Ladies:

This will acknowledge your letter of October 25, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Rick Olsen Construction Co., Inc.
AMOUNT:	$1,736.30
AGAINST (Prime contractor)	Steve Pyles General Contractor, Inc.
CONTRACT NO.:	9574
PROJECT:	Amazon Creek (Danebo Road) Bridge in Eugene, Lane County
SURETY:	Reliance Insurance Company
AGENT:	Emery & Karrigan, Inc.

Nov. 3 1983
kym

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Reliance Insurance Co.
700 NE Multnomah
Portland, OR 97232

Emery & Karrigan, Inc.
One SW Columbia, Suite 520
Portland, OR 97258

Steve Pyles General Contractor, Inc.
PO Box 3041
Salem, OR 97302

RECEIVED
NOV - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0188

Rick Olsen Construction Co., Inc.
2877 VAN AVENUE · EUGENE, OREGON 97401 · (503) 683-3310

October 25, 1983

Highway Division
Transportation Building Rm 122
Salem, Oregon 97310

RE: Contract # 9574
Danebo Bridge

Dear Mr. Gormsen:

We hereby request to attach an additional lein on Steve Pyles General Contractor Inc. We were sub-contractors on the Amazon Creek Danebo Bridge Contract # 9574, as of this date we have not received the monies due us. This additional lein is for extra work performed by us, to complete Danebo Bridge. This lein is for the amount of $1,736.30 (one thousand seven hundred thrity-six dollars and thrity cents).

Sincerely,

Cheryl Olsen

Cheryl Olsen
Sec/Tres

RECEIVED
OCT 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE	VOUCHER DATE	TOTAL AMOUNT
STEVE PYLES GENERAL CONTRACTOR INC PO BOX 3041 SALEM OR 97302	10-20-83	$ 505.45

CONTRACT NO.	ESTIMATE NO.	APPROVED:
9574	6	
PERIOD COVERED: TO 8-3-83		Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ (Name) CERTIFY THAT I AM ______________________ (Capacity)

FOR ______________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435

Form 734-1020X (Rev. 8-81)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY LANE	CONTRACT NO. 4376	ESTIMATE NO. 4	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO. 9805Z003004		
SECTION AMAZON CR (DANEBO RD) BR			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	1P MOBILIZATION	LUMP SUM	10337.6300	100.000	10337.63	10337.
002	1P TEMPORARY SIGNS	SQ FT	5.0000	151.500	757.50	757.
005	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	100.000	1500.00	1500.
006	1P GENERAL EXCAVATION	CU YD	4.5000	460.000	2070.00	2070.
007	1P CHANNEL EXCAVATION	CU YD	5.2000	445.000	2314.00	2314.
008	1P 1"-0 AGGREGATE BASE	TON	6.2000	1,389.430	8614.47	8614.
009	1P CLASS B OR CLASS C ASPHLTCONCRETE	TON	33.4900	538.170	18023.31	18023.
010	1P 12-INCH SEWER PIPE PA 5	LIN FT	14.0000	117.300	1642.20	1642.
011	1P 18-INCH SEWER PIPE PA 4	LIN FT	37.7500	136.000	5134.00	5134.
012	1P T V INSPECTION OF SEWER LINES PA 3	LIN FT	1.0000	169.000	169.00	169.
013	1P CONCRETE MANHOLES	EACH	1500.0000	1.000	1500.00	1500.
014	1P CURB INLETS	EACH	550.0000	2.000	1100.00	1100.
015	1P TRASH RACKS	EACH	125.0000	6.000	750.00	750.
016	1P 7-INCH CONCRETE SURFACING	SQ YD	14.8500	46.390	688.39	688.
017	1P CONCRETE CURBS	LIN FT	11.1000	336.000	3729.60	3729.
018	1P SACKED RIPRAP	CU YD	150.0000	24.000	3600.00	3600.
019	1P FILTER BLANKET	CU YD	20.0000	8.000	160.00	160.
020	1P BRIDGE REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.
021	1P STRUCTURE EXCAVATION	CU YD	8.3300	60.000	499.80	499.
022	1P FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	5600.0000	100.000	5600.00	5600.
023	1P FURNISH PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.
024	1P DRIVE PRESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.
025	1P STRUCTURAL CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	13632.
026	1P 4'X25'/30' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.
027	1P 4'X35'/40' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.
028	1P 4'X40'/45' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.
029	1P REINFORCEMENT	LUMP SUM	4122.0000	100.000	4122.00	4122.
030	1P THREE TUBE STEEL RAILING	LIN FT	58.5700	242.000	14173.94	14173.
031	1P 3-INCH PVC PIPE	LIN FT	1.5600	126.500	197.34	197.
033	1P 5-INCH PVC PIPE	LIN FT	4.1200	126.500	521.18	521.

DATE 10 19 83 PG. 01 9574	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

MENT VOUCHER

HIGHWAY DIVISION

COUNTY LANE	CONTRACT NO. 4574	ESTIMATE NO. 4	[illegible] NO'S.
WAY CITY STREET	FEDERAL AID PR CT NO. 94052003004		
SECTION AMAZON CR (DANEBO RD) BR			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ATION	LUMP SUM	10337.6300	100.000	10337.63	10337.63	
RY SIGNS	SQ FT	5.0000	151.500	757.50	757.50	
OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	100.000	1500.00	1500.00	
EXCAVATION	CU YD	4.5000	460.000	2070.00	2070.00	
EXCAVATION	CU YD	5.2000	445.000	2314.00	2141.60	172.40
GREGATE BASE	TON	6.2000	1,389.430	8614.47	8614.47	
OR CLASS C ASPHLTCONCRETE	TON	33.4900	538.170	18023.31	18023.31	
SEWER PIPE PA 5	LIN FT	14.0000	117.300	1642.20	1642.20	
SEWER PIPE PA 4	LIN FT	37.7500	136.000	5134.00	5134.00	
SPECTION OF SEWER LINES PA 3	LIN FT	1.0000	169.000	169.00	169.00	
E MANHOLES	EACH	1500.0000	1.000	1500.00	1500.00	
LETS	EACH	550.0000	2.000	1100.00	1100.00	
ACKS	EACH	125.0000	6.000	750.00	750.00	
CONCRETE SURFACING	SQ YD	14.8500	46.390	688.89	688.89	
E CURBS	LIN FT	11.1000	336.000	3729.60	3729.60	
RIPRAP	CU YD	150.0000	24.000	3600.00	3600.00	
BLANKET	CU YD	20.0000	8.000	160.00	160.00	
REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
RE EXCAVATION	CU YD	8.3300	60.000	499.80	499.80	
PILE DRIVING EQUIPMENT	LUMP SUM	5600.0000	100.000	5600.00	5600.00	
PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.00	
PRESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.00	
RAL CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	13632.00	
30' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
40' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
45' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
RCEMENT	LUMP SUM	4122.0000	100.000	4122.00	4122.00	
TUBE STEEL RAILING	LIN FT	58.5700	242.000	14173.94	14173.94	
PVC PIPE	LIN FT	1.5600	126.500	197.34	197.34	
PVC PIPE	LIN FT	4.1200	126.500	521.18	521.18	

PG. 01 9574	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY		CONTRACT NO. 9574	ESTIMATE NO. 6
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			
PREFIX NO'S.			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
	PRICE AGREEMENT ITEMS						
3001A	1P TEMP BARRICADES	DEL BI 3	LUMP SUM	786.0000	100.000	786.00	786.
3002A	1P HOLES & SLOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.
	ADJUSTMENT ITEMS						
6001A	1P LIQUIDATED DAMAGES		DAY	150.0000-	34.000	5100.00-	4350.0
	MATERIALS ON HAND						
7031	1P 3 INCH PVC PIPE		LIN FT	.4400			1.5
7032	1P 4 INCH PVC PIPE		LIN FT	.7200			187.
7033	1P 5 INCH PVC PIPE		LIN FT	1.1000			3.
	FORCE ACCOUNT ITEMS						
801	1N REMOVE AND REPLACE	SACK RIP RAP				265.70	
802	1P OVER EXCAVATION FOR	SOFT SUBGRADE				211.43	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

* RETAINAGE TO BE DEPOSITE
BEARING AC

DATE 10 19 83 PG. 02 9574	TOTAL CONTRACT ITEMS	177780.58	177750.
PREVIOUS VOUCHER NO. 06867	5% RETAINED ON CONTRACT ITEMS	8,889.03	8,887.54
CHECKED BY: RMM/DT	FORCE ACCOUNT	477.13	
ENGINEER OR AUDITOR E JONES	TOTAL PAYMENTS	169,368.68	168,863.2

MENT VOUCHER

IGHWAY DIVISION

COUNTY	CONTRACT NO. 9574	ESTIMATE NO. 6	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
AGREEMENT ITEMS							
RRICADES	DEL BI 3 •	LUMP SUM	786.0000	100.000	786.00	786.00	
SLOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.70	
TMENT ITEMS							
TED DAMAGES		DAY	150.0000-	34.000	5100.00-	4350.00-	750.00-
IALS ON HAND							
PVC PIPE		LIN FT	.4400			1.54	1.54-
PVC PIPE		LIN FT	.7200			187.20	187.20-
PVC PIPE		LIN FT	1.1000			3.85	3.85-
ACCOUNT ITEMS							
AND REPLACE	SACK RIP RAP				265.20		265.20
CAVATION FOR	SOFT SUBGRADE				211.93		211.93

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

* RETAINAGE TO BE DEPOSITED IN AN INTEREST BEARING ACCOUNT.

PG. 02 9574	TOTAL CONTRACT ITEMS	177780.58	177750.77	29.81
6967	5% RETAINED ON CONTRACT ITEMS	8,889.03	8,887.54	1.49
HM/DT	FORCE ACCOUNT	477.13		477.13
JONES	TOTAL PAYMENTS	169,368.68	168,863.23	505.45

HIGHWAY DIVISION

FORCE ACCOUNT SUMMARY

PROJECT NAME (SECTION) Amazon Creek Bridge			CONTRACT NO. 9574
HIGHWAY Danebo Road	COUNTY Lane		PREFIX 320-1069 (4)
CONTRACTOR Steve Pyles General Contractor		ESTIMATE NO. 6	F.A. PROJECT NO. Bros 2003 (4)

	EXTRA WORK ORDER NUMBERS	[✓ 1]	2	3	
1	Labor invoice	~~238.98~~	241.09		
2	Labor Invoice				
3	Labor Invoice				
4	Labor Invoice				
5	Equipment and Materials Invoice	~~108.65~~			
6	Equipment and Materials Invoice				
7	Equipment and Materials Invoice				
8	Total Current Force Account (Add lines 1 thru 7)	241.09 347.63			
9	Prior Total Force Account (Total from line 10 prior Summary)	0			
10	Total Force Account (Add lines 8 & 9)	241.09 ~~347.63~~			
11	Prior Total Subcontracted Force Account (Total from line 13 prior Summary)	0			
12	Subcontracted Force Account (Total from this Summary)	241.09 ~~347.63~~			
13	Total Subcontracted Force Account (Add lines 11 & 12)	241.09 ~~347.63~~			
14	10% Allowance (Line 13 up to $2,000 X 10%)	24.11 ~~34.76~~	~~38.24~~		
15	3% Allowance (Line 13 amount over $2,000 X 3%)				
16	Total Allowance (Add lines 14 & 15)	24.11 ~~34.76~~	0		
17	Performed to Date (Add lines 10 & 16) Enter on Progress Estimate and Cost Report	265.20 382.39	~~38.24~~		

CIRCLE SUBCONTRACTED ENTRIES

Remarks: error on mult. oper. ~~[illegible]~~ charges. Error on adding taxes + insurance (S/B 22.40%) = ~~[illegible]~~
No ~~[illegible]~~ completed equip forms recvd

Approved by Resident Engineer Jack D. Guthrie	Date 8-17-83	Auditor
Approved by Region Engineer K. J. X. Wilson	Date 9-15-83	Date 9/20/83

734-3385 (Rev. 3-81)

SP*86183-734

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

FORCE ACCOUNT SUMMARY

PROJECT NAME (SECTION) Amazon Creek Bridge			CONTRACT NO. 9574
HIGHWAY Danebo Road	COUNTY Lane		PREFIX 320-1069 (4)
CONTRACTOR Steve Pyles General Contractor		ESTIMATE NO. 6	F.A. PROJECT NO. Bros 2003 (4)

CIRCLE SUBCONTRACTED ENTRIES

	EXTRA WORK ORDER NUMBERS	2 ~~1~~	~~2~~	~~3~~	
1	Labor invoice	192.66 ②			
2	Labor Invoice				
3	Labor Invoice				
4	Labor Invoice				
5	Equipment and Materials Invoice	~~348.96~~			
6	Equipment and Materials Invoice	~~366.02~~ ①			
7	Equipment and Materials Invoice				
8	Total Current Force Account (Add lines 1 thru 7)	192.66 ~~714.98~~			
9	Prior Total Force Account (Total from line 10 prior Summary)				
10	Total Force Account (Add lines 8 & 9)	192.66 ~~714.98~~			
11	Prior Total Subcontracted Force Account (Total from line 13 prior Summary)	—			
12	Subcontracted Force Account (Total from this Summary)	192.66 ~~714.98~~			
13	Total Subcontracted Force Account (Add lines 11 & 12)	192.66 ~~714.98~~			
14	10% Allowance (Line 13 up to $2,000 X 10%)	19.27 ←	~~71.50~~		
15	3% Allowance (Line 13 amount over $2,000 X 3%)	—			
16	Total Allowance (Add lines 14 & 15)	19.27			
17	Performed to Date (Add lines 10 & 16) Enter on Progress Estimate and Cost Report	211.93 ~~786.48~~			

Remarks: ① No invoices for 76.69 Ton rock.
② Labor unlisted above
③ Labor + equip ~~Show~~ invoices show work on 7/26
④ No completed equip rental rate forms

Approved by Resident Engineer Jack D. Guthrie	Date 8-17-83	Auditor
Approved by Region Engineer ✓ J. K. Wilson	Date 9-15-83	Date

73[illegible]-33[illegible]5 (Rev. 3-[illegible]1)

SP*86183-734

9574 CL 83-174

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

✓bc: Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

September 13, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9574

FILED
SEP 15 1983
NORMA PAULUS
SECRETARY OF STATE

Staton Construction, Inc.
29394-B Airport Road
Eugene, OR 97402

Attention: Claudia Staton

Gentlemen or Ladies:

This will acknowledge your letter of September 6, with attached invoices, filing a claim against the following Highway Division contract:

FILED BY:	Staton Construction, Inc.
AMOUNT:	$562.00
AGAINST (Prime contractor)	Steve Pyles General Contractor, Inc.
CONTRACT NO.:	9574
PROJECT:	Amazon Creek (Danebo Road) Bridge in Eugene, Lane County
SURETY:	Reliance Insurance Company
AGENT:	Emery and Karrigan, Inc.

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON [illegible]
9-19-83 kjm

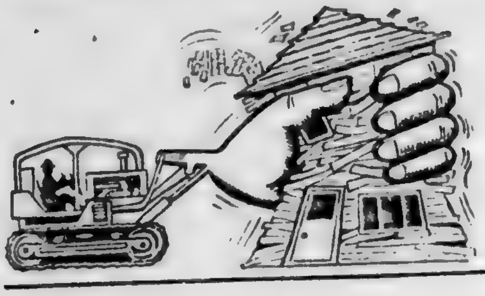
cc: Reliance Insurance Company
700 NE Multnomah
Portland, OR 97232

Emery & Karrigan, Inc.
One SW Columbia, Suite 520
Portland, OR 97258

Steve Pyles General Contractor, Inc.
PO Box 3041
Salem, OR 97302

731-0188

LEONARD STATON



STATON CONSTRUCTION, INC.
DEMOLITION & EXCAVATING
~~2305 CHAMBERS~~ ~~EUGENE, OREGON 97405~~
~~503-343-7940~~
NEW ADDRESS AND PHONE 29394-B AIRPORT RD. EUGENE, OR 97402
(503) 461-0543

September 6, 1983

Mr. Robert Gormson
Oregon Department of Transportation
Room 121 - Transportation Building
Salem, Oregon 97310

RE: Contract No. 9574
Amazon Creek Bridge
Eugene, Oregon

Dear Mr. Gormson,

We have tried without success to collect from Steve Pyles General Contractor, Inc. money owed us from May and June work. The total on the above project is $562.00.

We would like to now file a claim against the bonding company for the charges due us.

Please advise if any other action is needed on our part.

Sincerely,

Claudia Staton

cc Steve Pyles, General Contractor
P.O. Box 3042 - Salem, OR 97302

CS/p

RECEIVED
SEP -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

STATON CONSTRUCTION, INC.
EXCAVATING - CLEARING & DEMOLITION
29394-B AIRPORT RD. EUGENE, OREGON 97402
503 / 461-0543

OUR NUMBER [illegible]
DATE 6-3-83
CUSTOMER'S ORDER [illegible]
SALESMAN [illegible]
TERMS [illegible]
F. O. B.

Sold To [illegible]
T.L. # [illegible]

Shipped To [illegible]
Address [illegible]

8	[illegible]	72	00	144	00
2	[illegible]	[illegible]	00	11	00
				155	00

RECEIVED
SEP -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ALL ACCOUNTS ARE DUE ON THE 10TH OF THE FOLLOWING MONTH. A FINANCE CHARGE OF 1½% PER MONTH IS ASSESSED TO ALL ACCOUNTS PAST DUE. (ANNUAL PERCENTAGE RATE 18%). PURCHASER AGREES TO PAY REASONABLE ATTORNEY'S FEES AND OTHER COSTS INCURRED FOR COLLECTION.

Signed__________

INVOICE

STATON CONSTRUCTION, INC.
EXCAVATING - CLEARING & DEMOLITION
29394-B AIRPORT RD. EUGENE, OREGON 97402
503 / 461-0543

OUR NUMBER 005959
DATE 6-3-83
CUSTOMER'S ORDER
SALESMAN [illegible]
TERMS
F. O. B.

Sold To [illegible]

Shipped To [illegible]
Address

[illegible]	[illegible] 3 hours	60	00	180	00
	([illegible])				
		72	00	144	00
	2 [illegible]				
				324	00

RECEIVED
SEP -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ALL WING MONTH. A FINANCE CHARGE OF 1½% PER MONTH IS ASSESSED TO ALL ACCOUNTS PAST DUE.
(AN REES TO PAY REASONABLE ATTORNEY'S FEES AND OTHER COSTS INCURRED FOR COLLECTION.

Signed__________

INVOICE

STATON CONSTRUCTION, INC.

EXCAVATING - CLEARING & DEMOLITION

29394-B AIRPORT RD. EUGENE, OREGON 97402
503 / 461-0543

OUR NUMBER	005[illegible]63
DATE	5/3/83
CUSTOMER'S ORDER	
SALESMAN	[illegible]
TERMS	[illegible]
F. O. B.	

Sold To [illegible]

Shipped To [illegible]

Address

	Demolish [illegible]				
	on north end of [illegible]				
	[illegible]				
	[illegible]				
	[illegible]				
	580C [illegible]			[illegible]	[illegible]
	10-12 cy. dump [illegible]			[illegible]	[illegible]
	[illegible]			[illegible]	[illegible]

RECEIVED
SEP - 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ALL ACCOUNTS ARE DUE ON THE 10TH OF THE FOLLOWING MONTH. A FINANCE CHARGE OF 1½% PER MONTH IS ASSESSED TO ALL ACCOUNTS PAST DUE. (ANNUAL PERCENTAGE RATE 18%). PURCHASER AGREES TO PAY REASONABLE ATTORNEY'S FEES AND OTHER COSTS INCURRED FOR COLLECTION.

Signed

CL 83-171

✓ **bc: Secretary [illegible] State - Please advise us of t[illegible] filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney.**

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 16 1983
NORMA [illegible]
SEC[illegible]

September 13, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9574

Hershner, Hunter, Miller,
Moulton & Andrews Law Offices
PO Box 1475
Eugene, OR 97440

Attention: Arthur J. Clark

Gentlemen:

This will acknowledge your letter dated September 2, 1983, with attached Notice of Claim from Babb Construction Company dba Delta Construction Company concerning the following Highway Division contract:

FILED BY:	Babb Construction Co. dba Delta Construction Company
AMOUNT:	$50,303.79
FOR:	Materials
AGAINST (Prime contractor)	Steve Pyles General Contractor, Inc.
CONTRACT NO.:	9574
PROJECT:	Amazon Creek (Danebo Road) Bridge in Eugene, Lane County
SURETY:	Reliance Insurance Cor[illegible]ny
AGENT:	Emery and Karrigan, Inc.

9-20-83 kym

We will advise the surety, agent, and the contractor of the receipt of this claim. You have filed this claim directly with the Secretary of State.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Reliance Insurance Co.
700 NE Multnomah
Portland, OR 97232

Emery & Karrigan, Inc.
One SW Columbia, Suite 520
Portland, OR 97258

Steve Pyles General Contractor, Inc.
PO Box 3041
Salem, OR 97302

HERSHNER, HUNTER, MILLER, MOULTON & ANDREWS
LAW OFFICES

260 E. ELEVENTH AVENUE
P. O. BOX 1475
EUGENE, OREGON 97440
(503) 686-8511

DOCUMENT TRANSMISSION
(503) 344-2025

2073 OLYMPIC STREET
P.O. BOX 763
SPRINGFIELD, OREGON 97477
(503) 747-4747

ARTHUR J. CLARK

September 2, 1983

Mr. Robert Gormsen, Manager
Commission Services Section
Department of Transportation
121 Transportation Building
Salem, OR 97310

RE: Babb Construction Co. Bond Claim

Dear Mr. Gormsen:

Enclosed for your information is a copy of a Notice of Claim which this office has filed with the Secretary of State on behalf of Babb Construction Co., dba Delta Construction Co., against the bond taken from Steve Pyles General Contractors, Inc., principal, and Reliance Insurance Company, surety, in connection with the construction of the Amazon Creek (Danebo Road) Bridge, Lane County, Oregon, Contract No. 9574.

Yours truly,

ARTHUR J. CLARK

AJC:cm

Enclosure

RECEIVED
SEP - 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: Secretary of State, State of Oregon

Notice is hereby given that the undersigned Babb Construction Co., dba Delta Construction Co., has a claim for site work, pipe, paving and related construction and materials furnished by Babb Construction Co. in the sum of Fifty Thousand Three Hundred Three Dollars and Seventy-nine Cents ($50,303.79) against the bond taken from Steve Pyles General Contractors, Inc., principal, and Reliance Insurance Company, surety, for the construction of the Amazon Creek (Danebo Road) Bridge, Lane County, Oregon, Contract No. 9574.

DATED this 2nd day of September, 1983.

BABB CONSTRUCTION CO.
999 Division Avenue
Eugene, OR 97404

By William Beck
William Beck

RECEIVED
SEP - 6 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- 8491

R-

Reported to Commission:

Name of Case: Steve Pyles General Contractors, Inc. v. State

Cause of Action: Breach of Contract County: Marion

Demands of Plaintiff: $7,317.76 plus interest

Settlement: 0

REMARKS:

The State assumed an aggressive posture in this litigation at OSHD request. The purpose was to demonstrate to the law firm involved that small cases would not be routinely settled for nuisance value. Discovery revealed serious weaknesses in Plaintiff's claims which eventually resulted in this voluntary dismissal.

Signature of Attorney

Concurrence of Chief Counsel

cc: John McCulloch
M. M. Mead
Adele Egan
Marilyn McHugh

9574 CL83-176 5

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 9 1983
NORMA PAULUS
SECRETARY OF STATE

September 7, 1983

Rick Olsen Construction Co., Inc.
2877 Van Avenue
Eugene, OR 97401

CON 5
#9574

Gentlemen or Ladies:

This will acknowledge your recent letter filing a claim against the following Highway Division contract.

FILED BY:	Rick Olsen Construction Co., Inc.
AMOUNT:	$2,067.96
AGAINST (Prime contractor)	Steve Pyles General Contractor, Inc.
CONTRACT NO..	9574
PROJECT:	Amazon Creek (Danebo Road) Bridge in Eugene
SURETY:	Reliance Insurance Company
AGENT:	Emery & Karrigan, Inc.

We will advise the surety, agent and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Reliance Insurance Company
700 NE Multnomah
Portland, OR 97232

Steve Pyles General Contractor, Inc.
PO Box 3041
Salem, OR 97302

Emery & Karrigan, Inc.
One SW Columbia, Suite 520
Portland, OR 97258

Eb
9-14-83

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Rick Olsen Construction Co., Inc.
2877 VAN AVENUE · EUGENE, OREGON 97401 · (503) 683-3310

Oregon Department of Transportation
Highway Division Rm 122
Robert Gorman

Salem Oregon 97310

RE Amazon Creek
Danebo Bridge
9574

Dear Mr. Gorman:

We are a sub-contractor with Steve Pyles General Contractor, P.O. Box 3041 Salem Oregon 97309, on the Amazon Creek (Danebo) Bridge here in Lane County. We have not received a payment from Steve Pyles since the first of July 1983 & per our records Steve Pyles owes us $2,867.96 on our original contract. Our part of bridge # 9574 has been finalized since the first part of August. Any help you can offer will be greatly appreciated. We are also [illegible] payment, by a claim on Pyles bond

Sincerely

[illegible]
Sec/Treas

RECEIVED
SEP - 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1982 Amazon Creek (Danebo Rd.) 9574
Bridge on a city St. in Eugene
(grading, paving & structure) #1

C&A 7482 10-7-81

7-1

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

August 31, 1983

Steve Pyles
General Contractor Inc.
P.O. Box 3041
Salem, Oregon 97302

RE Request for final payment and relase of retainage on project Amazon Creek Bridge, Danebo Road.

City of Eugene is denying your request for final payment and relase of retainage on Amazon Creek Bridge. Reason why in non-completion of clean up list, items No. 3, No.6 and No. 9.

Jack Guthrie

Jack Guthrie
Supervising Engineer

RECEIVED
SEP 02 1983
PYLES & HOWARD
[illegible]

1- GROUT RINGS & CLEAN OUT STORM MH.

2- REPLACE 4 A INLET TOP 0+70 LEFT SIDE.

3- CONSTRUCT POURED JOINT SEAL AS SHOWN ON Pg 3 OF 7

4- REMOVE DIRT CLODS & CONCRETE SPILL FROM UNDER THE BRIDGE & SMOOTH SLOPE. ON NORTH SIDE.

5- REMOVE CONCRETE CHUNKS FROM UNDER BRIDGE ON THE SOUTH SIDE.

6- CORRECT GALVANIZING ON METAL TUBE RAIL

7- CORRECT EAST ROAD SIDE DITCH FROM STA 5+50 TO 6+00. AND STATION 2+25 E. SIDE

8- REMOVE PIECES OF PLYWOOD FROM SITE.

9- REPAIR FENCE & GATE AT STA. 8+00 LEFT SIDE

10- REPAIR CONCRETE CURB AS DIRECTED IN FIELD.

CL 83-168

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
[illegible]
NORMA PAULUS
SECRETARY OF STATE

August 23, 1983

MCH Contractors
3310 Perkins, NE
Salem, OR 97303

IN REPLY REFER TO
FILE NO.:
CON 5
#9574

Gentlemen or Ladies:

This will acknowledge your letter of August 16, 1983, filing a claim against the following Highway Division contract:

FILED BY:	MCH Contractors
AMOUNT:	$1,099.32 plus retainage & interest
FOR:	Material
AGAINST (Prime contractor)	Steve Pyles General Contractor, Inc.
CONTRACT NO.:	9574
PROJECT:	Amazon Creek (Danebo Road) Bridge in Eugene, Lane County
SURETY:	Reliance Insurance Company 9-1-83 yjn
AGENT:	Emery & Karrigan, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Steve Pyles General Contractor, Inc.
P.O. Box 3041
Salem, OR 97302

Reliance Ins. Co.
Portland Office
700 NE Multnomah
Portland, OR 97232

Emery & Karrigan, Inc.
1 S.W. Columbia
Portland, OR 97258

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

MCH CONTRACTORS
3310 Perkins St. N.E.
Salem, OR 97303
364-4106

STATE TRANSPORTATION DEPT.

AUG. 16,1983

SUBJECT: AMAZON CREEK (DANEBO RD.) BRIDGE
JOB # 9574 PO # 3095 (STEVE PYLES GEN. CONT.)

We are giving notice of intend to lien this job.

We have had the steel rails on the jobsite since the end of Feb., 1983. The job is ending and retainage is being paid and we have more than that owning us. We have retainage, interest and an extra that are all due. Our total amount comes to $1099.32.

Thank you,

Hank Howe

HANK HOWE
MCH CONTRACTORS (SUB ON JOB)
364-4106

copies to ST. TRANSP.
STEVE PYLES GEN. CONT.

RECEIVED
AUG 18 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9574

1-N

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) Amazon Creek Bridge		CONTRACT NO. 9574
HIGHWAY Danebo Road	COUNTY Lane	PREFIX 320-1069
CONTRACTOR'S NAME AND ADDRESS Steve Pyles Contractor P.O. Box 3041 Salem, Oregon 97302		F.A. PROJECT NO. BROS- ~~Bros~~ 2003 (4)
		DATE PREPARED August 15, 1983
		EXTRA WORK ORDER NO. 1

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS.

DESCRIPTION OF WORK TO BE DONE —

Remove and replace sack rip rap around the new 18" storm sewer.

Error occurred during staking of the sack rip rap during construction.

LOCATION OF WORK (STATION NUMBERS) —

3+20 LT 70º west of bridge

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Labor	$ 238.98
Equipment	$ 108.65
TOTAL	$ 347.63
10% Markup Sub Contractor	$ 34.76
Prim Contractor 10% Markup	$ 38.24
GRAND TOTAL	$ 420.63

SPECIFICATIONS AND OTHER PROVISIONS —

This extra work resulted from a staking error.

RECEIVED
AUG 30 1983
PYLES & HOWARD
File No. ____________

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER

PROJECT AUTHORIZATION		$ 207,126.65
ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER		$ 420.63
ESTIMATED OVERRUN ~~UNDERRUN~~	%	$ 207,547.28

SUBMITTED BY (RESIDENT ENGINEER)
Jack W Guthrie

APPROVAL RECOMMENDED (REGION)

APPROVAL RECOMMENDED

for APPROVED (CONSTRUCTION)
J. K. Welson

DATE
8-23-83

1-P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) Amazon Creek Bridge	CONTRACT NO. 9574
HIGHWAY Danebo Road — COUNTY Lane	PREFIX 320-1069 ~~320-1064~~
CONTRACTOR'S NAME AND ADDRESS Steve Pyles Contractor P.O. Box 3041 Salem, Oregon 97302	F.A. PROJECT NO. BROS- ~~Bros~~-2003 (4)
	DATE PREPARED August 16, 1983
	EXTRA WORK ORDER NO. 2

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS

DESCRIPTION OF WORK TO BE DONE —

Over excavation was required for soft subgrade is was appenrantly caused by old road side ditch which has been filled in years ago. Water was trapped in this area.

LOCATION OF WORK (STATION NUMBERS) —

From 11th Avenue to a Station of 6+00 for a width of 10 feet wide

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Equipment------------------------	$348.96
Materials------------------------	$318.26
+15%-----------------------------	$ 47.76
Prim Contractor 10% Markup-------	$ 71.50
TOTAL-------	$786.48

SPECIFICATIONS AND OTHER PROVISIONS —

Section 109.07

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER

PROJECT AUTHORIZATION	$ 207,126.65
ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER	$ - 786.48
ESTIMATED OVERRUN / UNDERRUN %	$ 207,913.13 total

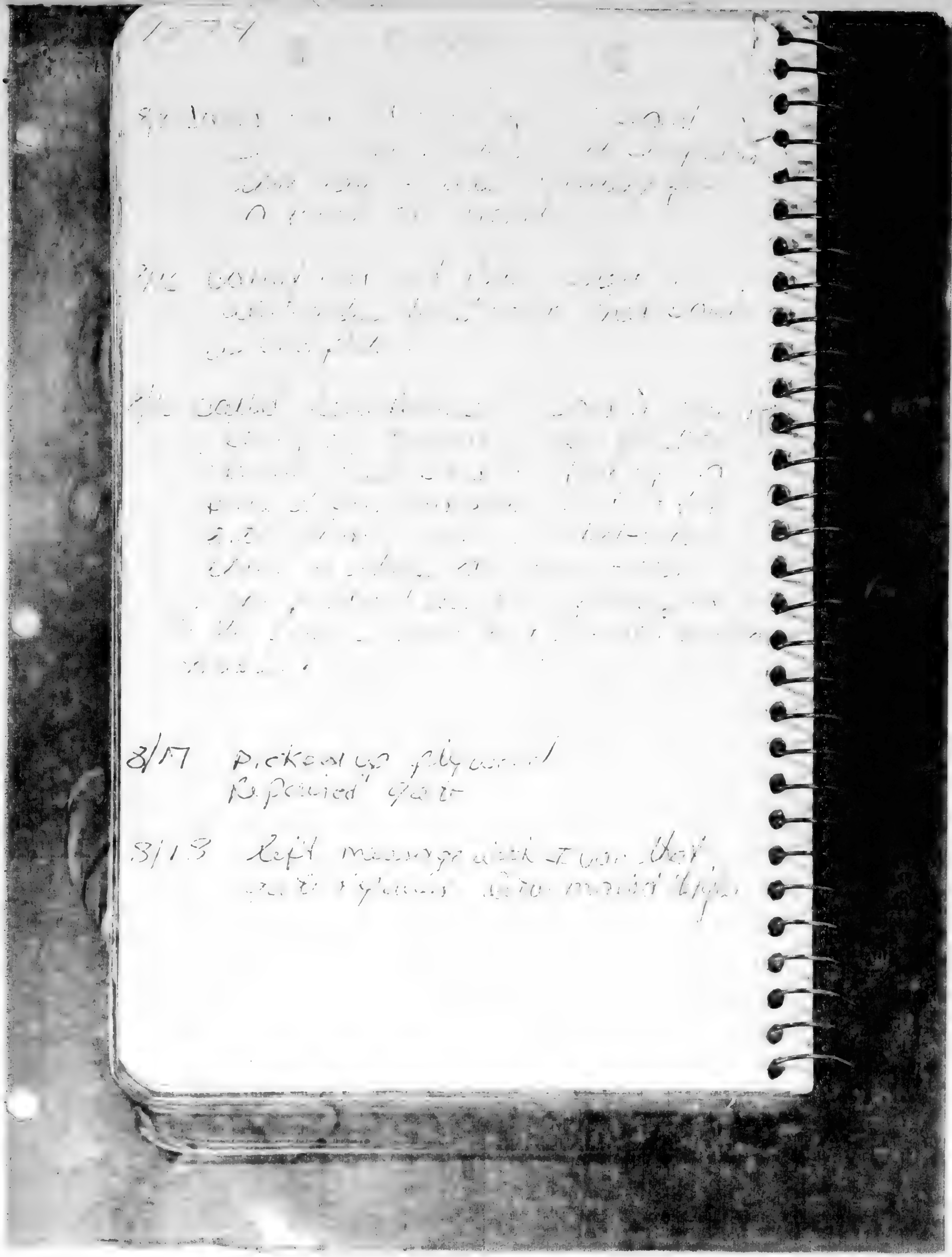
SUBMITTED BY (RESIDENT ENGINEER)
Jack H Guthrie

APPROVAL RECOMMENDED (REGION)

APPROVAL RECOMMENDED

APPROVED (CONSTRUCTION)
for J. K. Wilson

DATE
8-23-83



[illegible]

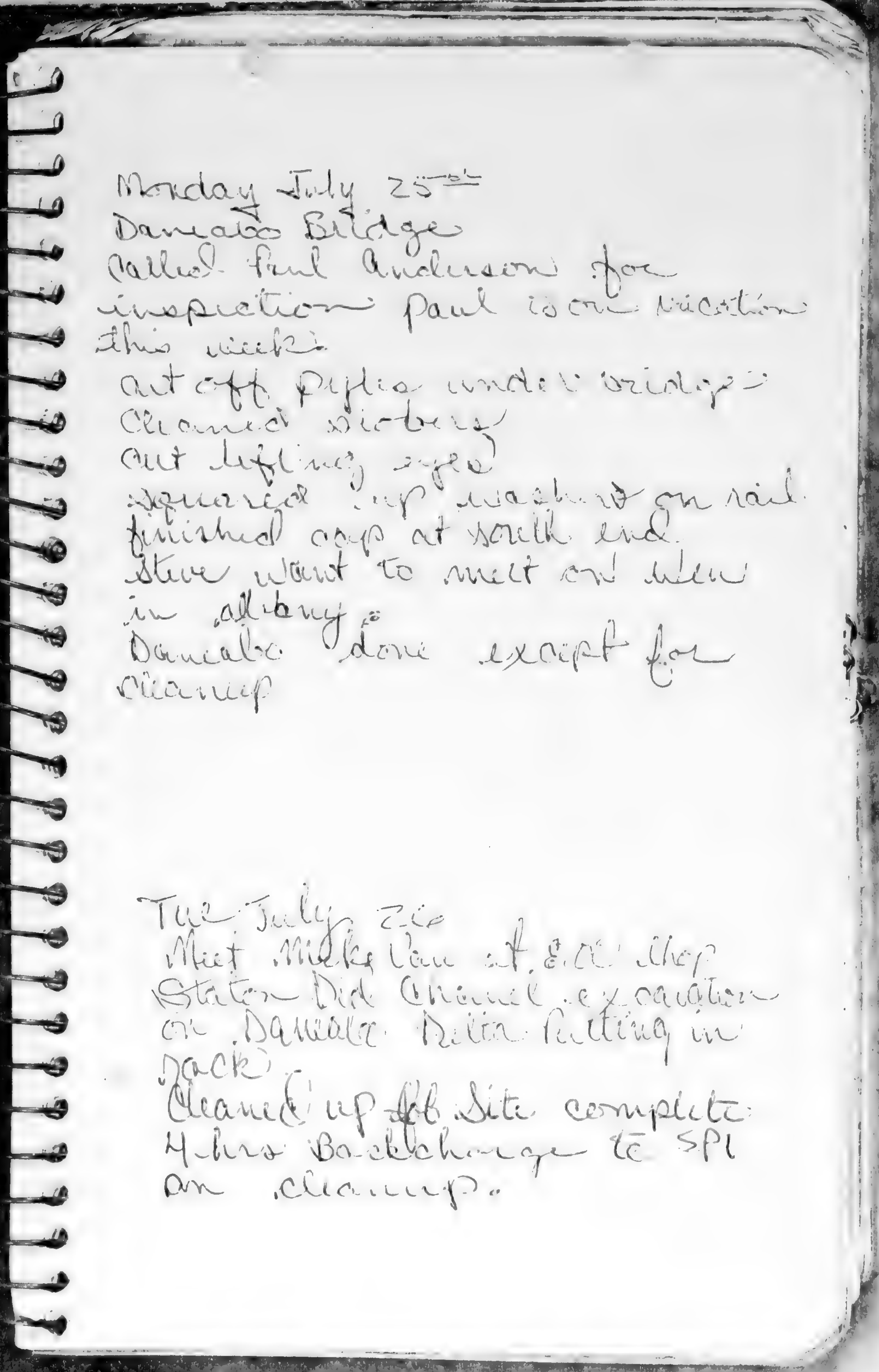
[illegible]

[illegible]

[illegible]

8/17 Picked up plywood
Repaired gate

8/13 Left message with Ivan that
[illegible]



Monday July 25th
Damabo Bridge
Called Paul Anderson for
inspection paul is on vacation
this week.
cut off piles under bridge
Cleaned debris
cut lifting eyes
squared up washers on rail.
finished cap at south end.
Steve want to meet on Wed
in albany.
Damabo done except for
cleanup

Tue July 26
Meet Mike Van at E.A. shop
Staten Did Channel excavation
on Damabo (Kevin putting in
Jack)
Cleaned up Job Site complete.
4 hrs Backcharge to SPI
on cleanup.

Monday [illegible] 12:00

DR. Teller 1:45

Pulled muscle in my back.

Dr [illegible] [illegible] [illegible]

Wed. 20th

Steve [illegible] [illegible] Roy

for [illegible] at [illegible] [illegible] —

[illegible] about [illegible]

[illegible] [illegible]. He [illegible]

[illegible]

Talked with [illegible].

He said it would be

about 3 weeks before he

would need me.

Thur. 21st

finish [illegible] [illegible] & clean

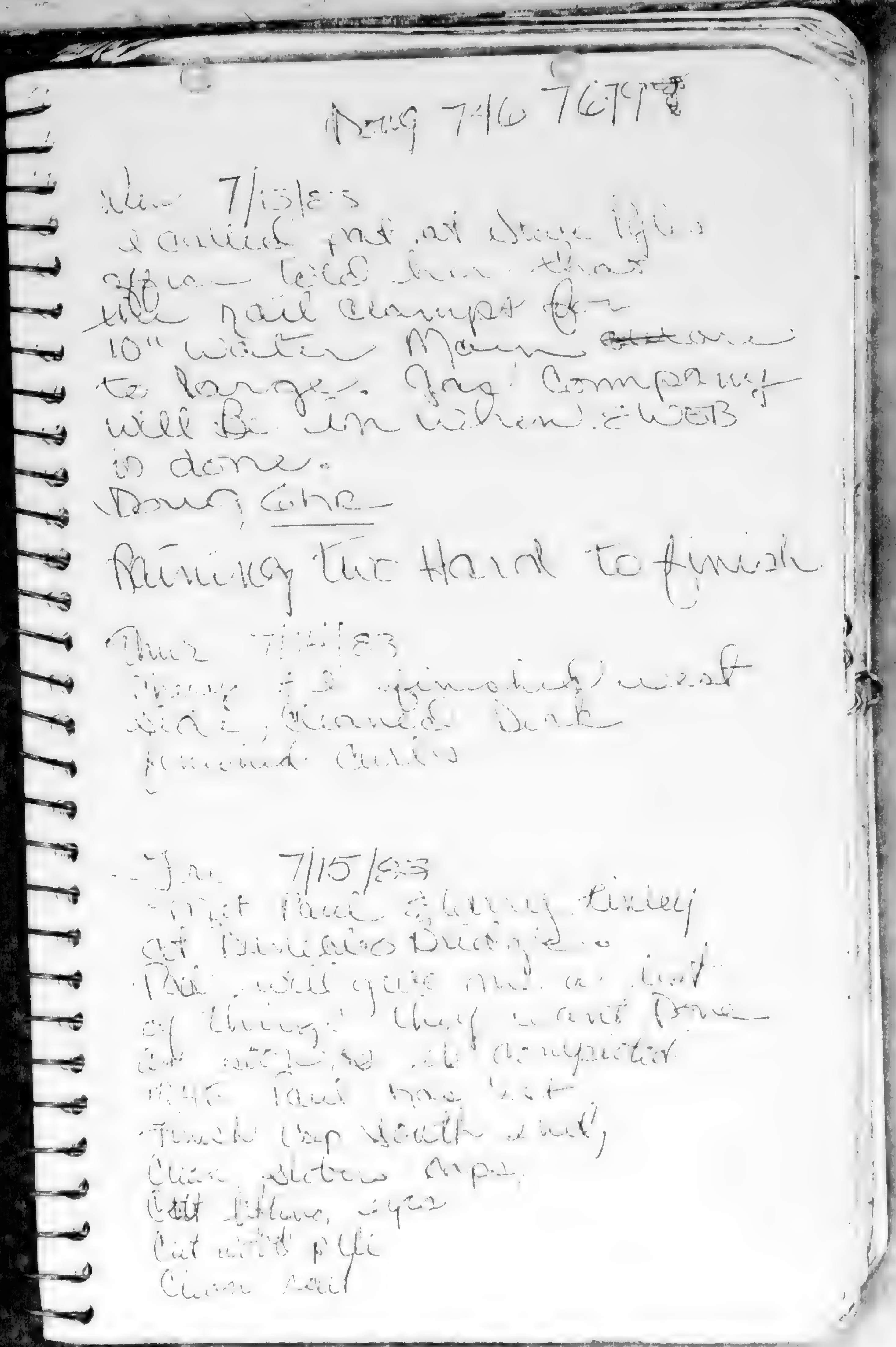
up.

Fri. 22nd

Put [illegible] up. Bed #2

Patch, Clean! [illegible] [illegible]

[illegible]



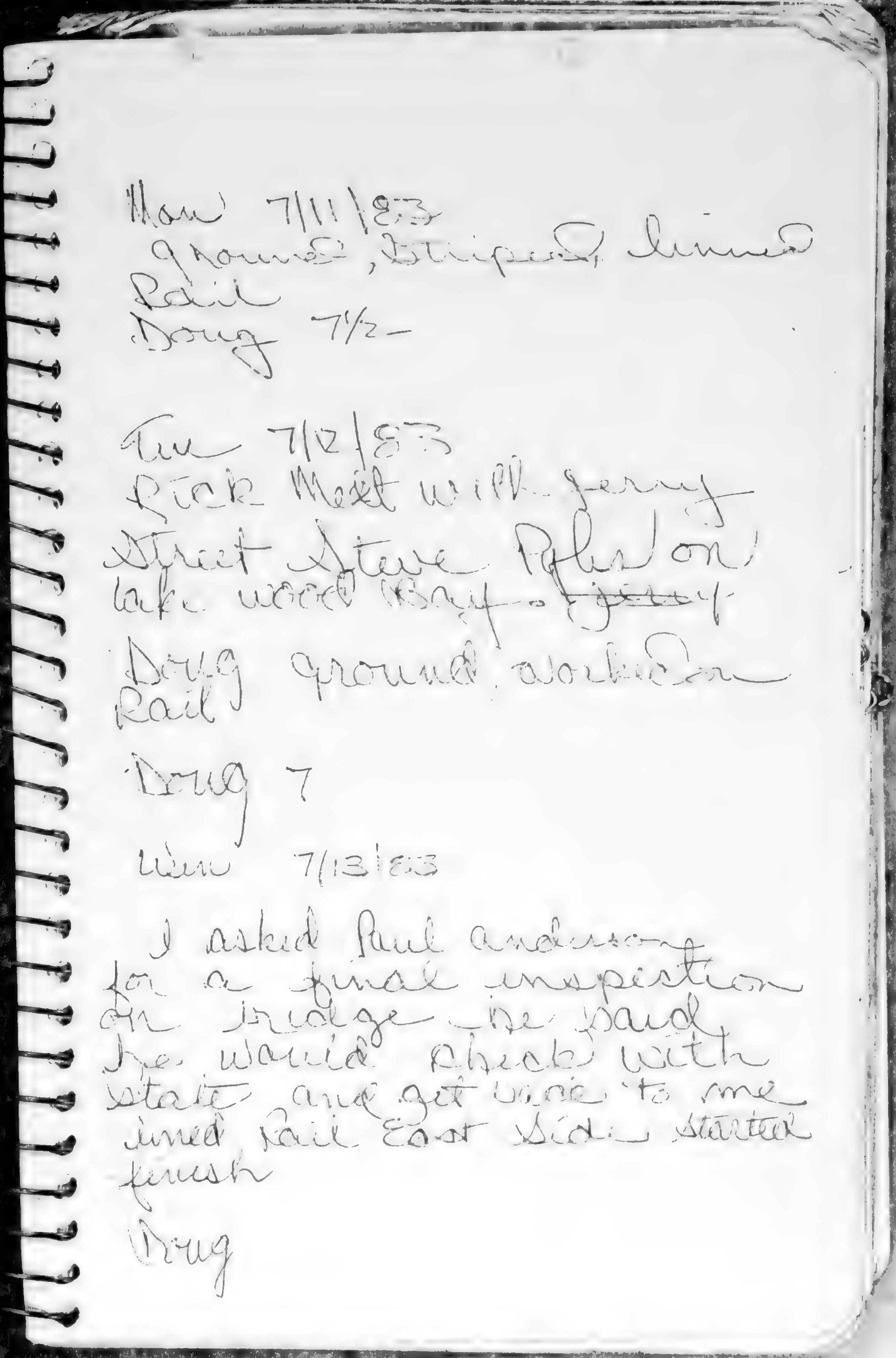
Doug 746 7679

Wed 7/13/83
I called and at [illegible]
office, told him that
the rail clamps for
10" water Main [illegible] are
to large. Jay' Company
will be in when EWEB
is done.
Doug Cole

Raining too Hard to finish

Thur 7/14/83
Framing [illegible] finished west
side, framed Deck
finished [illegible]

Fri 7/15/83
Met Paul & Larry Tinley
at Buildings Dept.
Paul will give me a list
of things they want Done
at [illegible] computer
[illegible] Paul has left
Finish Top South end,
Clean [illegible]
[illegible]
Cut [illegible]
Clean [illegible]



Mon 7/11/83
ground, striped, lined
Rail
Doug 7½-

Tue 7/12/83
Pick Meet with Jerry
Street Steve Peles on
lake wood Bay - ~~Jerry~~

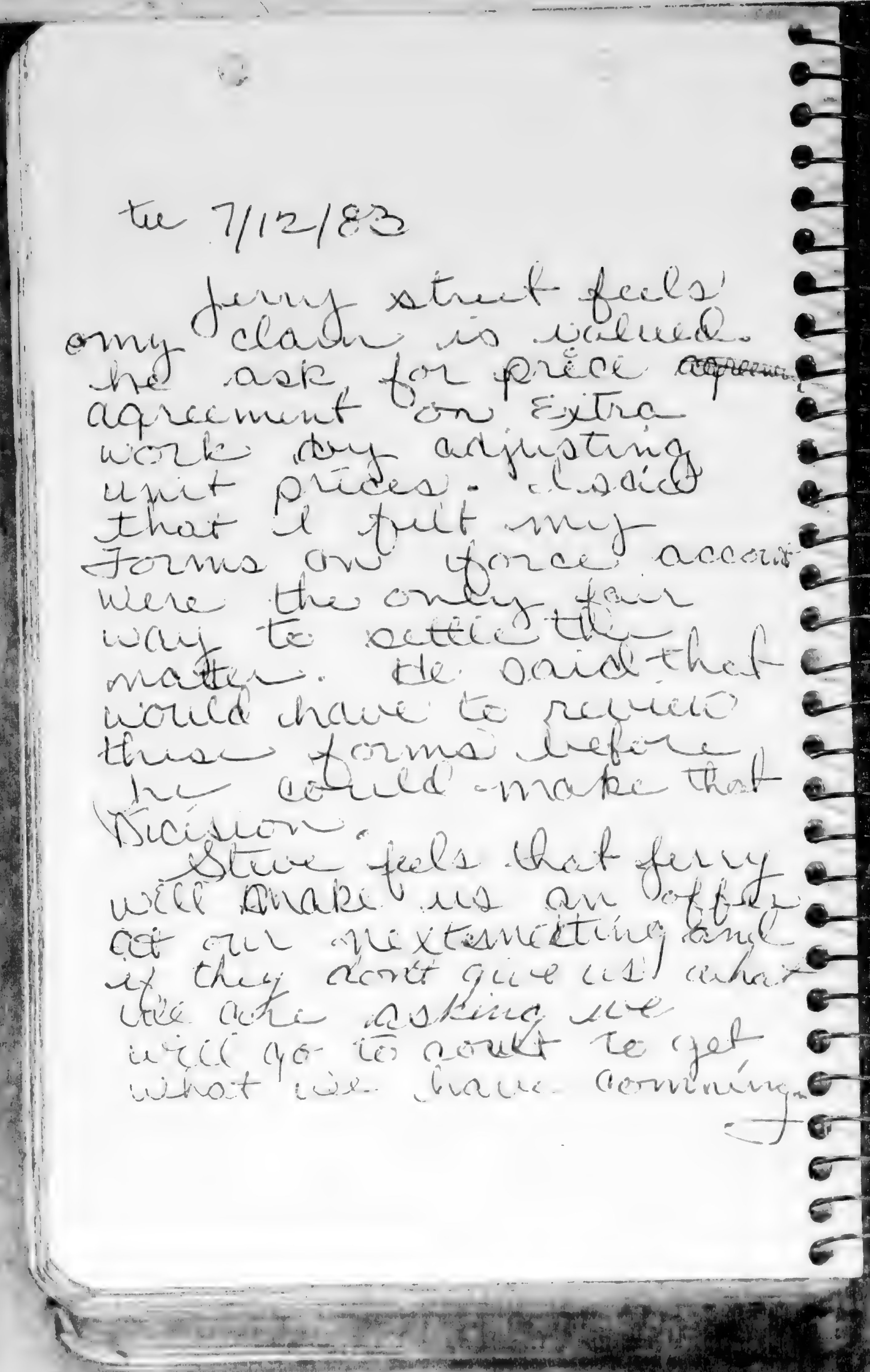
Doug ground, worked on
Rail

Doug 7

Wen 7/13/83

I asked Paul anderson
for a final inspection
on bridge he said
he would check with
state and get back to me
lined Rail East Side started
finish

Doug

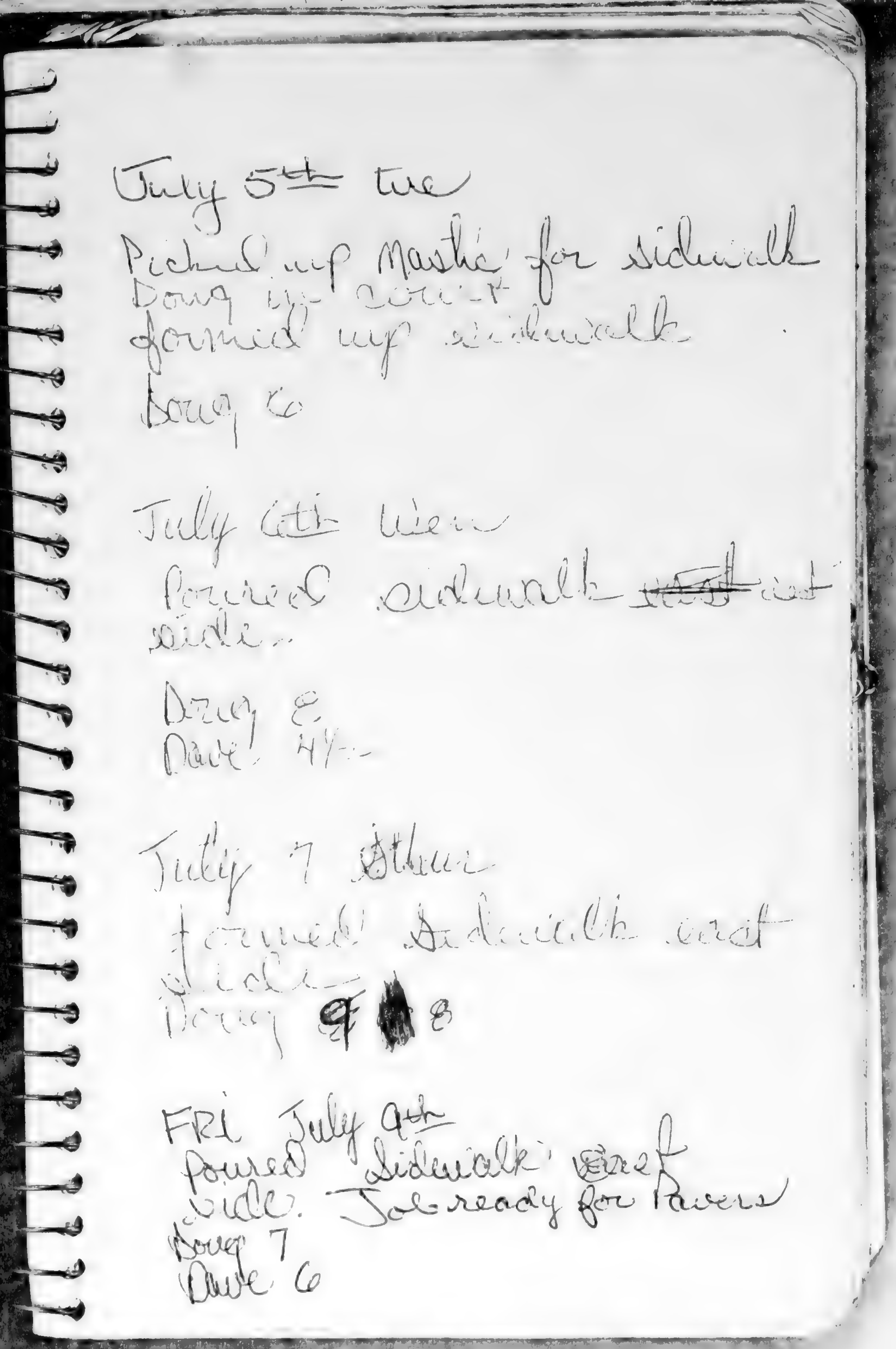


tu 7/12/83

Jerry struck feels my claim is valued. he ask for price ~~agreem~~ agreement on Extra work by adjusting unit prices. I said that I felt my Forms on force account were the only fair way to settle the matter. He said that would have to review these forms before he could make that Decision.

Steve feels that Jerry will make us an offer at our next meeting and if they don't give us what we are asking we will go to court to get what we have coming.

J



July 5th tue

Picked up Mastic for sidewalk
Doug up cement
formed up sidewalk

Doug 6

July 6th wed

Poured sidewalk ~~west~~ east
side.

Doug 8
Dave 4½

July 7 thur

formed sidewalk east
side.
Doug 9 [illegible] 8

FRI July 9th
poured sidewalk east
side. Job ready for Pavers
Doug 7
Dave 6

AMAZ

DELTA

DELTA CONSTRUCTION CO.

999 DIVISION AVENUE | EUGENE, OREGON 97404 | PHONE 688-2233

August 18, 1983

Delta #8302

Steve Pyles Gen. Contractor
Box 3041
Salem, OR 97302

Dear Steve,

The saw cut or cuts in the A.C. and filler material was under the bridge section and not part of Delta Construction Co.'s bid.

I believe West Coast Striping at 746-9435 or Hamilton Contruction at 746-2426 can do the work for you.

Thank you,

Ed Childs
Superintendent

EC:tb

TT

RECEIVED
AUG 2[illegible] 1983
[illegible] & Howard
File ________

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE

STEVE PYLES GENERAL CONTRACTOR INC
PO BOX 3041
SALEM, OR 97302

VOUCHER DATE 8-18-83

TOTAL AMOUNT $ 29,004.05

CONTRACT NO. 9574

ESTIMATE NO. 5

PERIOD COVERED: 7-10-83 TO 8-5-83

APPROVED:

Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ________________ (Name) CERTIFY THAT I AM ________________ (Capacity)

FOR ________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435

Form 734-1020X (Rev. 8-81)

Form 734-1020X (Rev. 8-81)

CONTRACT PAYMENT VOUCHER OREGON STATE HIGHWAY DIVISION FORM 734-1020 (REV 7-78)	COUNTY LANE HIGHWAY CITY STREET SECTION AMAZON CR (DANEBO RD) BR	CONTRACT NO. 9574 · ESTIMATE NO. 5 FEDERAL AID PROJECT NO. BROS2003004	PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	1P MOBILIZATION	LUMP SUM	10337.8300	100.000	10337.83	10337
002	1P TEMPORARY SIGNS	SQ FT	5.0000	151.500	757.50	757
003	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	100.000	1500.00	1
006	1P GENERAL EXCAVATION	CU YD	4.5000	460.000	2070.00	2070
007	1P CHANNEL EXCAVATION	CU YD	5.2000	258.000	1341.60	97
008	1P 1"-0 AGGREGATE BASE	TON	6.2000	1,389.430	8614.47	36
009	1P CLASS B OR CLASS C ASPHLTCONCRETE	TON	33.4900	538.170	18023.31	
010	1P 12-INCH SEWER PIPE	LIN FT	14.0000	117.300	1642.20	164
011	1P 18-INCH SEWER PIPE	LIN FT	37.7500	136.000	5134.00	51
012	1P T V INSPECTION OF SEWER LINES	LIN FT	1.0000	189.000	189.00	1
013	1P CONCRETE MANHOLES	EACH	1500.0000	1.000	1500.00	1500
014	1P CURB INLETS	EACH	550.0000	2.000	1100.00	
015	1P TRASH RACKS	EACH	125.0000	6.000	750.00	87
016	1P 7-INCH CONCRETE SURFACING	SQ YD	14.8500	46.390	688.89	
017	1P CONCRETE CURBS	LIN FT	11.1000	336.000	3729.60	
018	1P SACKED RIPRAP	CU YD	150.0000	24.000	3600.00	360
019	1P FILTER BLANKET	CU YD	20.0000	8.000	160.00	16
020	1P BRIDGE REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	300
021	1P STRUCTURE EXCAVATION	CU YD	8.3300	60.000	499.80	49
022	1P FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	860
023	1P FURNISH PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000
024	1P DRIVE PRESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	96
025	1P STRUCTURAL CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	1363
026	1P 4'X25'/30' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	1972
027	1P 4'X35'/40' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	1972
028	1P 4'X40'/45' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	1972
029	1P REINFORCEMENT	LUMP SUM	4122.0000	100.000	4122.00	412
030	1P THREE TUBE STEEL RAILING	LIN FT	58.5700	242.000	14173.94	1417
031	1P 3-INCH PVC PIPE	LIN FT	1.5600	126.500	197.34	1
033	1P 5-INCH PVC PIPE	LIN FT	4.1200	126.500	521.18	52

DATE 08 17 83 PG. 01 9574	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

ENT VOUCHER

GHWAY DIVISION

COUNTY LANE	CONTRACT NO. 9574	ESTIMATE NO. 5
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO. BROS2003004	PREFIX NO'S.
SECTION AMAZON CR (DANEBO RD) BR		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TION	LUMP SUM	10337.8300	100.000	10337.83	10337.83	
SIGNS	SQ FT	5.0000	151.500	757.50	757.50	
OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	100.000	1500.00	1500.00	[illegible]
XCAVATION	CU YD	4.5000	460.000	2070.00	2070.00	
XCAVATION	CU YD	5.2000	258.000	1341.60	972.40	369.20
REGATE BASE	TON	6.2000	1,389.430	8614.47	369.89	8244.58
OR CLASS C ASPHLTCONCRETE	TON	33.4900	538.170	18023.31		18023.31
SEWER PIPE	LIN FT	14.0000	117.300	1642.20	1642.20	
SEWER PIPE	LIN FT	37.7500	136.000	5134.00	5134.00	
CTION OF SEWER LINES	LIN FT	1.0000	189.000	189.00	189.00	
MANHOLES	EACH	1500.0000	1.000	1500.00	1500.00	
TS	EACH	550.0000	2.000	1100.00		1100.00
CKS	EACH	125.0000	6.000	750.00	875.00	125.00-
NCRETE SURFACING	SQ YD	14.6500	45.390	688.89		688.89
CURBS	LIN FT	11.1000	336.000	3729.60		3729.60
PRAP	CU YD	150.0000	24.000	3600.00	3600.00	
LANKET	CU YD	20.0000	8.000	160.00	160.00	
EMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
EXCAVATION	CU YD	8.3300	60.000	499.80	499.80	
PILE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	8600.00	
PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.00	
ESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.00	
AL CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	13632.00	
0' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
0' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
5' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
EMENT	LUMP SUM	4122.0000	100.000	4122.00	4122.00	
GE STEEL RAILING	LIN FT	58.5700	242.000	14173.94	14173.94	
VC PIPE	LIN FT	1.5600	126.500	197.34	197.34	
VC PIPE	LIN FT	4.1200	126.500	521.18	521.18	
PG. 01 9574	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY	CONTRACT NO. 9574	ESTIMATE NO. 5	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
	PRICE AGREEMENT ITEMS						
3001A	IP TEMP BARRICADES	DEL BI 3	LUMP SUM	786.0000	100.000	786.00	786.0
3002A	IP HOLES & SLOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.7
	ADJUSTMENT ITEMS						
6001A	IP LIQUIDATED DAMAGES		DAY	150.0000-	29.000	4350.00-	1500.00-
	MATERIALS ON HAND						
7031	IP 3 INCH PVC PIPE		LIN FT	.4400	3.500	1.54	1.54
7032	IP 4 INCH PVC PIPE		LIN FT	.7200	260.000	187.20	187.20
7033	IP 5 INCH PVC PIPE		LIN FT	1.1000	3.500	3.85	3.8

```
!-------------------!--------------!
! GROSS RETAINAGE   :              :
!-------------------!--------------!
: TREASURER DEPOSIT :              !
!-------------------!--------------!
: * NET RETAINAGE   :              !
```

* RETAINAGE TO BE DEPOSITED I
INTEREST BEARING ACCOUNT.

DATE 08 17 83 PG. 02 9574	TOTAL CONTRACT ITEMS	177750.77	147220.1
PREVIOUS VOUCHER NO. 02270	5 % RETAINED ON CONTRACT ITEMS	8,887.54	7,361.01
CHECKED BY: DW/CA	FORCE ACCOUNT		
ENGINEER OR AUDITOR E JONES	TOTAL PAYMENTS	168,863.23	139,859.18

NT VOUCHER

WAY DIVISION

COUNTY	CONTRACT NO. 9574
	ESTIMATE NO. 3
HIGHWAY	FEDERAL AID PROJECT NO.
SECTION	
PREFIX NO'S.	

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
REEMENT ITEMS							
CADES	DEL BI 3	LUMP SUM	786.0000	100.000	786.00	786.00	
OTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.70	
NT ITEMS							
DAMAGES		DAY	150.0000-	29.000	4350.00-	1500.00-	2850.00-
S ON HAND							
PIPE		LIN FT	.4400	3.500	1.54	1.54	
PIPE		LIN FT	.7200	260.000	187.20	187.20	
PIPE		LIN FT	1.1000	3.500	3.85	3.85	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

* RETAINAGE TO BE DEPOSITED IN AN INTEREST BEARING ACCOUNT.

PG. 02 9574

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	177750.77	147220.19	30530.58
5 % RETAINED ON CONTRACT ITEMS	8,887.54	7,361.01	1,526.53
FORCE ACCOUNT			
TOTAL PAYMENTS	168,863.23	139,859.18	29,004.05

that "nowhere in the complaint do the plaintiffs allege th representations were willful, malicious or recklessly mad do they allege that they are entitled to punitive damage Or at 418. In affirming the judgment for the plaintiff, we that if the complaint alleges facts which, if true, establis the conduct of the defendant is so reprehensible that the of punitive damages is proper, it is not necessary to allege the conduct complained of was "malicious, wanton, or in tional." The court noted that no motion to strike or to definite and certain had been made. 259 Or at 421-22.

Holden v. Pioneer Broadcasting Co. et al, 228 Or 418, 365 P2d 845 (1961), represents the other side of the c was a libel case involving publication in a newspaper, and complaint alleged that the statements were made "will maliciously and wrongfully." This court upheld an order ing the punitive damage allegation from a complaint, say

> "* * * The allegations in the complaint do not purport charge defendants with the intent to defame plaintiff. Th recitation that the 'utterances and publication were made defendants willfully, maliciously and wrongfully' is not to construed as an allegation that defendants knew that th charges were false or that defendants were motivated by ill w in making the alleged defamatory statement. The allegati that the statement was made 'willfully, maliciously and wron fully' is a mere conclusion of the pleader. The allegation is n sufficient to charge malice in fact." 228 Or at 418. (Footn omitted.)

In *Cays v. McDaniel*, 204 Or 449, 457, 283 P2d (1955), the plaintiff sought punitive damages against a dealer for turning back the odometer mileage. We said:

> "It is elementary that a complaint must allege facts suffic ent to authorize the relief sought by a plaintiff. To be entitle to punitive damages in any case, it is necessary that plaint allege in his complaint the material facts justifying such allow ance. If a plaintiff relies upon circumstances of aggravation as the basis of his claim for punitive damages, those circum stances must be alleged in the complaint. * * *
>
> "* * * * *.
>
> "However, as we stated in *Stark v. Epler*, supra, [59 Or 262 266, 117 P 276 (1911)] 'the rules of pleading do not require tha the allegations relating to exemplary damages should be set out separately from the other averments of the complaint,' as is required with relation to special damages. Exemplary damages are so intimately connected with general damages that if the general allegations of the complaint are sufficient to show the wrong complained of was inflicted with malice or oppression or other like circumstances, the complaint will be deemed sufficient to authorize the infliction of punitive or exemplary damages."[8]

Consistent with ORCP 18 A., we hold that whatever the theory of recovery, facts must be alleged which, if proved, will establish the right to recover. It is no longer permissible to plead the facts or theory behind a nonfactual pleading for money had and received and thereafter prove any state of facts which, [illegible], could support recovery on a theory of money had and received. The "common counts," are no longer permissible pleadings; the complaint must set forth "a plain and concise statement of the ultimate facts constituting a claim for relief." To the extent that *Snow v. Tompkins*, 205 Or 60, 286 P2d 119 (1955), and *Keene v. Eldriedge*, 47 Or 179, 82 P 803 (1905), are inconsistent with this holding, they are disapproved. We are not holding that the common count *remedies* are abolished. We only hold that a claim for relief must be asserted in accordance with ORCP 18 A.[9]

Where punitive damages are sought, the complaint should set forth the ultimate facts which are claimed to support the recovery of punitive damages. If, as here, the punitive damage claim is based upon tortious conduct, facts must be alleged which, if true, establish the tort and the right to punitive damages.

IV

RESOLUTION OF THIS CASE

We set forth the plaintiff's complaint:

---

[8] *Cays v. McDaniel*, 204 Or 449, 283 P2d 658 (1955), was overruled on other grounds in *Lewis v. Worldwide Imports, Inc.*, 238 Or 580, 582, 395 P2d 922 (1964).

[9] We emphasize that the holding of this case in no way limits the remedies which this court has repeatedly recognized, remedies often referred to as constructive trust, restitution, quasi contract or unjust enrichment.

We do not limit the right of a person to invoke any other assumpsit remedy such as quantum meruit. *See, e.g., Kashmir v. Patterson*, 289 Or 589, 616 P2d 468 (1980).

If a pleader is unsure which theory can be established at trial, note should be made that ORCP 16 C. authorizes inconsistent claims or defenses, alternative statements of fact, and separate claims or defenses, "regardless of consistency and whether based upon legal or equitable grounds or upon both."

"Plaintiff alleges as follows:

"I

"At all times herein defendant TYEE INDUSTRI INC., (hereinafter referred to as Tyee) is a Washington ration duly organized by the laws of the state of Washing and doing business in the state of Oregon.

"II

"At all times herein defendant BRODIE HOTEL PLY, INC., (hereinafter referred to as Brodie) is a Washing corporation duly organized by the laws of the state of W ington and doing business in the state of Oregon. Brodie division of Tyee.

"III

"Plaintiff has been a salesman for Brodie since appr imately July of 1976. Plaintiff's earnings as a salesman Brodie are in the form of commissions. These commissions based on a percentage of the profit made by Brodie on goods sold by plaintiff: the higher the profit margin, the high the percentage of the profit margin earned as a commiss

"IV

"On or about the 31st day of December, 1980 at Portla Oregon defendants became indebted to the plaintiff in the of $25,000.00 for money had and received by the defendants the use and benefit of the plaintiff. This sum represents com missions earned by plaintiff from defendants but unpaid defendants to plaintiff. Defendants have not paid this sum any part of it.

"V

"Defendants' conduct in failing to pay plaintiff the sum $25,000.00 or any part of it has been willful, wanton, malicio and in disregard of societal interests and the rights of the plaintiff. For this conduct defendants should be assessed puni tive damages in the sum of $100,000.00.

"* * * * *.

"WHEREFORE plaintiff prays for a judgment in the sum of $25,000.00 general damages, $100,000.00 punitive damages * * * and his costs."

The plaintiff's original complaint contained a fraud count and an assumpsit count. Punitive damages were sought in bo

[illegible] Before trial, the plaintiff voluntarily withdrew the [illegible][10]

Early on, the defendants filed a motion to strike the [illegible] punitive damage claim on these grounds (quoting [illegible] the defendants' motion):

"* * * Plaintiff cannot recover punitive damages in a suit in [illegible] *Pedah Co. v. Hunt*, 265 Or 433, 509 P2d 1197 (1973). [illegible] Plaintiff labels his Complaint, "Complaint at Law For [illegible]," and the First Count is an action at law, an action [illegible] had and received is equitable in nature and rules of [illegible] govern it. * * *."

The motion was denied.[11]

After plaintiff withdrew his fraud count he filed the [illegible] complaint quoted above. The defendants did not [illegible] to the sufficiency of the allegations of paragraphs I and [illegible] quoted above, nor did they move to strike the punitive [illegible] allegations or to make them definite and certain, as [illegible] by ORCP 21 D., E. On the day trial commenced, the [illegible] orally objected to the punitive damage allegations [illegible]

"The other point I wanted to raise, Your Honor, was on the [illegible] of punitive damages. * * * [I]t's our position, since the [illegible] claim is out, that that –

"* * * * *.

"* * * – has got to go out of this case, and the reason we [illegible] that is, one, this is an implied contract action, and, two, [illegible]ory in nature and it simply can't state a claim for [illegible] on – I would object to that and have – that it does not [illegible] a claim for relief, and have it stricken."

Although the plaintiff's complaint appears to be in [illegible] for breach of contract, the plaintiff's theory [illegible] has been that he waived the tort and sued in assumpsit.[12] Under the holding of part III above, the plaintiff's allegations were legally insufficient to state a claim for relief in fraud and were legally insufficient to support an award of punitive damages. No facts showing tortious conduct were alleged. For all that appears from the four corners of the plaintiff's pleading, punitive damages were being sought merely because the defendants intentionally and maliciously failed to pay commissions to the plaintiff. Unlike *Adams*, in which the complaint contained factual allegations which, if true, proved a tort and established a right to punitive damages, the allegations in the plaintiff's amended complaint appear to allege nothing more than a breach of contract.[13]

---

[10] [illegible] complete summary of the history of the pleadings in this case see [illegible] of the Court of Appeals, 58 Or App at 295, 648 P2d at 390.

[11] The motion was properly denied as to the grounds asserted. *See Rexnord,* [illegible] Or 392, 396, 657 P2d 673 (1983) (overruling *Pedah Co. v. Hunt*, 265 Or [illegible] 1197 (1973)), and *Adams v. Crater Well Drilling, Inc.*, 276 Or 789, 793-94, [illegible] (1976) (in which we rejected the claim that damages for tortious conduct, [illegible] be recovered in an assumpsit action for money had and received.)

The plaintiff argues that the punitive damage allegations are sufficient and that "[a]t no time during the trial did defendants raise the question of the sufficiency of plaintiff's pleadings." Although we agree that defendants filed no written motion to strike based upon the premise that no tortious conduct had been alleged, the oral motion made at the beginning of trial adequately stated the defendants' position to the trial judge.

Even so, we decline to reverse the case on that ground. The first objection to the sufficiency of the punitive damage allegations on the ground that they were "conclusory in nature and * * * [do] not state a claim for relief" was on the day of trial. The Oregon Rules of Civil Procedure provide procedures for objecting to the sufficiency of pleadings before trial. Had the defendants filed a motion to strike on the ground that the punitive damage allegations were legally insufficient, ORCP 21 E.,[14] or a motion to make the pleading definite and certain, ORCP 21 D., the court would have been advised of the defendants' assertions. Had either motion been granted, the plaintiff normally would have been given an opportunity to replead in order to correct the pleading deficiency and allege facts, which, if proved, would establish the right to a punitive damage award. An oral motion made on the day of trial is not the preferred method of objecting to the legal sufficiency of pleadings.

Since 1885 this court has adhered to the rule that if an objection to the sufficiency of a pleading is made for the first time at trial, and the objection is overruled or denied, on appeal the objection will be considered as if it had been made after verdict. *Specht v. Allen*, 12 Or 117, 122, 6 P 494 (1885). *Accord Western Feed Co. v. Heidloff*, 230 Or 324, 342-43, 370 P2d 612 (1962) (when objection to sufficiency of pleading is first made at trial by oral demurrer, which is overruled, the pleading is sufficient if the evidence establishes a right to recover). *See also Bade v. Hibbard*, 50 Or 501, 504, 93 P 364 (1908), and cases cited therein. The rule in Oregon is that when objection to the legal sufficiency of a pleading is first made at trial, where the defect in the pleading, even though material, consists of an omission to state a necessary fact and it appears that the necessary fact could have been added by amendment, the entire record will be examined. The determination of the sufficiency of the pleading is then made by looking at the sufficiency of the evidence to establish the claim rather than the sufficiency of the pleading. *Western Feed Co. v. Heidloff, supra*, 230 Or at 342-43. *Accord Spears v. Huddleston*, 265 Or 168, 178-79, 508 P2d 438 (1973) (objections first made at trial); *Mills v. Liquidators*, 206 Or 212, 216, 288 P2d 1060 (1956) (objection first made at trial); *Fulton Ins. v. White Motor Corp.*, 261 Or 206, 215-19, 493 P2d 206 (1972) (objection first made on appeal).

We have therefore examined the record to determine whether there is evidence to support an award of punitive damages. As did the Court of Appeals, we find evidence in the record to support the award. *See* the Court of Appeals opinion, 58 Or App at 294-98, for a discussion of the evidence.

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[12] In a brief filed in this court the plaintiff states that "the separate elements of various torts existed and were proved, even though this does not seem to be essential under the law. Defendants misrepresented that the commissions paid to plaintiff fully compensated him for what he earned. Such misrepresentation probably amounted to the fraud alleged in plaintiff's original complaint, and to deceit * * *. Defendants' conduct also probably constituted a conversion, and was certainly wrongful and essentially tortious."

[13] Plaintiff has never claimed that punitive damages are recoverable for breach of contract. *See* n 6, *supra*.

[14] ORCP 21 E. provides:

> "Upon motion made by a party before responding to a pleading or, if no responsive pleading is permitted by these rules, upon motion made by a party within 10 days after the service of the pleading upon such party or upon the court's own initiative at any time, the court may order stricken: (1) any sham, frivolous, or irrelevant pleading or defense or any pleading containing more than one claim or defense not separately stated; (2) any insufficient defense or any sham, frivolous, irrelevant, or redundant matter inserted in a pleading."

ORCP 21 E. does not expressly provide for a motion to strike a paragraph within a complaint because the specific allegation is legally insufficient. A legally insufficient allegation within a complaint is, in effect, a nullity, and may be stricken as either frivolous or irrelevant. We note that ORCP 21 E. (2) expressly provides for striking "any insufficient defense."

In summary, we hold:

1. ORCP 18 A. requires pleadings to contain allegations of fact which, if established, will support the relief requested.

2. If the victim of a tort seeks punitive damages the complaint should allege facts which, if true, establish the right to recover punitive damages.

3. A complaint in assumpsit for money had and received which contains no allegations of tortious conduct but which contains an allegation seeking punitive damages for wilful or malicious conduct is legally insufficient to support a claim for punitive damages.

4. If the defendants neither move to strike such a punitive damage allegation on the ground of insufficiency nor move to make the pleading definite and certain, an objection that the punitive damage allegations are legally insufficient first made at trial, if denied, will only be upheld after verdict if there is no evidence to support the verdict had the pleading been amended to conform to the proof to state a claim for punitive damages.

V

OTHER ISSUES

The defendants have renewed other claims of error which were presented to and considered by the Court of Appeals. We agree with the Court of Appeals analysis and holdings on the other claims of error.

The Court of Appeals is affirmed.

No. 76 August 16, 1983

IN THE SUPREME COURT OF THE STATE OF OREGON

STATE OF OREGON,
Petitioner on Review,
v.
RAYMOND EDWARD MIDDLETON,
Respondent on Review.

(TC C75-06-1924, CA A23510, SC 29430)

In Banc

Argued and submitted July 7, 1983.

On review from the Court of Appeals.*

Stephen F. Peifer, Assistant Attorney General, Salem, argued the cause and submitted the brief for petitioner. With him on the brief were Dave Frohnmayer, Attorney General, and William F. Gary, Solicitor General, Salem.

Ernest E. Estes, Deputy Public Defender, Salem, argued the cause for respondent. With him on the brief was Gary D. Babcock, Public Defender, Salem.

CAMPBELL, J.

The decision of the Court of Appeals is reversed. The decision of the trial court is affirmed.

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* Appeal from judgment of the Circuit Court, Multnomah County. Pat Dooley, Judge. 61 Or App 680, 658 P2d 555 (1983).

August 15, 1983

Steve Pyles
General Contractor, Inc.
P. O. Box 3041
Salem, OR 97302

CON

Time Extension Request
Amazon Creek (Danebo Rd.) Bridge
Contract No. 9574

Your letter of August 8 requests that reconsideration be given to your prior request of additional contract time on the above project. Since no additional factual data was submitted, there is no basis for reconsideration at this time.

Should you wish to discuss this matter, please contact Project Manager Jack Guthrie and he will arrange a meeting of all interested parties in my office to afford you that opportunity.

Keasey

for W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

NOTED
W. E [illegible]

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
Doug Greene w/att.
Jack Guthrie (City of Eugene)

STEVE PYLES
GENERAL CONTRACTOR, INC.

RECEIVED
STATE HWY ENGR

AUG 8 '83

REFER TO
Bryant Jackmond

FOR

Info	Inves	R/D	D-R	Sign	Act	File
		X				

Cy 8/9
che 8/19

August 8, 1983

Department of Transportation
Highway Division
Attn: W.E. Schwartz, P.E.
Transportation Building
Salem, OR 97310

Re: Time Extension Request
Amazon Creek (Danebo Road) Bridge
Contract No. 9574
FAP No. BROS-2003(4)
File No. CON

Dear Mr. Schwartz,

Since receiving the letter dated July 20, 1983 from your office, our office has been compiling documentation on the weather conditions between April 2, 1983 and June 18, 1983. This documentation consists of the time sheet charges signed each week by Jack Guthrie, and the National Oceanic and Atmospheric Administration.

The time sheets show that in that eleven week timespan there were 15 days of rain. The National Oceanic and Atmospheric Administration's data for this years' rainfall between April and June is as follows:

	April	May	June
This Year	3.35	1.81	1.78
Normal	.52	1.97	Trace

We feel that this information substantiates our claim that the weather conditions were not "reasonably predictable" as per Standard Specifications 108.09.

We therefore respectfully request that you reconsider your denial of this request for a thirty calendar day extension.

Sincerely,

Steve Pyles

Steve Pyles

cc: Jack Guthrie
Joseph Yazbeck

(503)399-1596 P.O. Box 3041 Salem, OR 97302

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge		CONTRACT NO. 9574
HIGHWAY City Street Danebo rd	COUNTY Lane	PREFIX 320- 1064
CONTRACTOR Steve Pyles Contractor General Contractors Inc. P.O. Box 3041 Salem, Oregon		F.A. PROJECT NO. Bros 2003 (4) WEEK ENDING June 18 1983 DATE MAILED TO CONTRACTOR

CONTRACT TIME UNITS (All, a, b, c, etc.)							REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE							
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	12	Cloudy	1				
Mon.	13	Sun	1				
Tue.	14	Sun	1				
Wed.	15	Cloudy	1				
Thu.	16	Cloudy	1				
Fri.	17	Cloudy-rain	1				
Sat.	18	Cloudy	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			176				
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			183				
LIMITING	CALENDAR WORKDAYS						
NUMBER	CALENDAR DAYS		195.				
OF DAYS	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			12				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order." Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)
Jack H. Guthrie
Per Paul Anderson

734-3483 (Rev. 5-81)

CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge	CONTRACT NO. 9574
HIGHWAY City Street Danebo rd — COUNTY Lane	PREFIX 320-1064
CONTRACTOR Steve Pyles Contractor General Contractor Inc P.O. Box 3041 Salem Oregon	F.A. PROJECT NO Bros 2003 (4)
	WEEK ENDING June 11 1983
	DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)							
BEGINNING DATE OF TIME CHARGE							
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	5	Sun	1				
Mon.	6	Sun	1				
Tue.	7	Sun	1				
Wed.	8	Sun	1				
Thu.	9	Cloudy	1				
Fri.	10	Rain	1				
Sat.	11		1				

DAYS CHARGED THIS WEEK		7			
DAYS CHARGED ON PREVIOUS STATEMENT		169			
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)					
DAYS CHARGED TO END OF CURRENT WEEK		176			
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS				
	CALENDAR DAYS	195			
	WORKDAYS				
FIXED DATE (Specified Completion Date)		July 1 1983			
DAYS REMAINING		19			
EXCESS DAYS USED					

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED
JUN 16 1983
PYLES & HOWARD
File No. ______

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)
Jack H. Guthrie
By Paul Anderson

734-3483 (Rev 5-81)

CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge	CONTRACT NO. 4574
HIGHWAY Danebo rd City Street — COUNTY Lane	PREFIX 320-1064
CONTRACTOR Steve Pyles General Cont. P.O. Box 3041 Salem Ore.	F.A. PROJECT NO. Bros 2003 (4) WEEK ENDING June 4 1983 DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			ALL				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	29	Cloudy	1				
Mon.	30	Rain Holiday	1				
Tue.	31	Rain	1				
Wed	1	Cloudy-rain	1				
Thu.	2	Cloudy	1				
Fri.	3	Cloudy	1				
Sat.	4	Cloudy	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			162				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			169				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			26				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

RECEIVED
JUN -6 1983
PYLES & HOWARD
File No. ____________

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie

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CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge

CONTRACT NO.: 9574

HIGHWAY: Danebo rd City Street

COUNTY: Lane

PREFIX: 320 - 1064

CONTRACTOR:
Steve Pyles General Cont.
P.O. Box 3041 Salem Oregon

F.A. PROJECT NO.: Bros 2003 (4)

WEEK ENDING: May 28 1983

DATE MAILED TO CONTRACTOR:

CONTRACT TIME UNITS (All, a, b, c, etc.)			all				REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	22		1				
Mon.	23		1				
Tue.	24		1				
Wed.	25		1				
Thu.	26		1				
Fri.	27		1				
Sat.	28		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			155				
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			162				
LIMITING	CALENDAR WORKDAYS						
NUMBER	CALENDAR DAYS		195				
OF DAYS	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			33				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order." Submit weekly if time has expired on FIXED DATE projects.

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MAY 31 1983
PYLES & HOWARD
File No. ____________

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie

734-3483 (Rev. 5-81)

CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge

HIGHWAY Danebo road

COUNTY Lane

CONTRACTOR Steve Pyles General Cont.
P.O. Box 3041 Salem Ore

CONTRACT NO 9574

PREFIX 320-1064

F.A. PROJECT NO. Bros 2003 (4)

WEEK ENDING May 21 1983

DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	15	Cloudy - rain	1				
Mon.	16	Cloudy	1				
Tue.	17	Cloudy	1				
Wed.	18	Part Sun	1				
Thu.	19	Sun	1				
Fri.	20	Sun	1				
Sat.	21	Sun	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			148				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			155				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195.				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			40				
EXCESS DAYS USED							

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MAY 23 1983
PYLES & HOWARD
File No. ____________

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie

734-3483 (Rev. 5-81)

CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION): Amazon Creek Bridge
CONTRACT NO.: 9574
HIGHWAY: Danebo road
COUNTY: Lane
PREFIX: 320-1064
CONTRACTOR: Steve Pyles General Contractor
P.O. Box 3041 Salem, Ore.
F.A. PROJECT NO: Bros 2003 (4)
WEEK ENDING: May 14 1983
DATE MAILED TO CONTRACTOR:

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	8	Rain	1				
Mon.	9	Cloudy	1				
Tue.	10	Cloudy	1				
Wed.	11	Sun-Cloudy	1				
Thu.	12	Cloudy	1				
Fri.	13	Sun.	1				
Sat.	14		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			141				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			148				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			47				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

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MAY 17 1983
PYLES & HOWARD
File No. ______

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H Guthrie

734-3483 (Rev. 5-81)

CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge

CONTRACT NO. 9574

HIGHWAY Danebo road

COUNTY Lane

PREFIX 320- 1064

CONTRACTOR
Steve Pyles General Contractor
P.O. Box 3041 Salem Ore.

F.A. PROJECT NO. Bros 2003 (4)

WEEK ENDING May 7 1983

DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	1	Cloudy	1				
Mon.	2	Cloudy	1				
Tue.	3		1				
Wed.	4		1				
Thu.	5		1				
Fri.	6		1				
Sat.	7		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			134				
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			141				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			54				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie

734-3483 (Rev. 5-81)

CONTRACTOR'S HEADQUARTERS

DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge	CONTRACT NO. 9574
HIGHWAY Danebo road — COUNTY Lane	PREFIX 320- 1064
CONTRACTOR Steve Pyles General Contractor P.O. Box 3041 Salem Ore.	F.A. PROJECT NO. Bros 2003 (4)
	WEEK ENDING April 30 1983
	DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For "Workdays" Projects Only)					
Sun.	24		1				
Mon.	25	Cloudy rain	1				
Tue.	26	Sunny	1				
Wed.	27	Sunny-	1				
Thu.	28	Cloudy	1				
Fri.	29	Cloudy	1				
Sat.	30		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			127				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			134				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195.				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			61				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

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NO.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)
Jack H. Guthrie

734-3483 (Rev. 5-81)

CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge	CONTRACT NO. 9574
HIGHWAY Danebo road / COUNTY Lane	PREFIX 320- 1064
CONTRACTOR Steve Pyles General Contractor P.O. Box 3041 Salem Ore.	F.A. PROJECT NO Bros 2003 (4)
	WEEK ENDING April 23 1983
	DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			all				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	17	Sun	1				
Mon.	18	Cloudy	1				
Tue.	19	Cloudy-rain	1				
Wed.	20	Cloudy	1				
Thu.	21	Cloudy	1				
Fri.	22	Showers	1				
Sat.	23	Cloudy	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			120				
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			127				
LIMITING	CALENDAR WORKDAYS						
NUMBER	CALENDAR DAYS		195				
OF DAYS	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			68				
EXCESS DAYS USED							

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FILE NO.

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack H. Guthrie City of Eugene

734-3483 (Rev. 5-81)

CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Creek Bridge	CONTRACT NO 9574
HIGHWAY Danebo road — COUNTY Lane	PREFIX 320 - 1064
CONTRACTOR Steve Pyles General Contractor P.O. Box 3041 Salem ORE.	F.A. PROJECT NO Bros: 2003 (4)
	WEEK ENDING April 16 1983
	DATE MAILED TO CONTRACTOR

CONTRACT TIME UNITS (All, a, b, c, etc.)			ALL				REASONS FOR NOT CHARGING TIME
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	10	Cloudy	1				
Mon.	11	Cloudy	1				
Tue.	12	Sun	1				
Wed.	13	Sun	1				
Thu.	14	Sun	1				
Fri.	15	Sun	1				
Sat.	16	Cloudy	1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			113				
REVISIONS OR ADJUSTMENTS (+ or −) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			120				
LIMITING	CALENDAR WORKDAYS						
NUMBER	CALENDAR DAYS		195.				
OF DAYS	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			75				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order." Submit weekly if time has expired on FIXED DATE projects.

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COMMENTS:

SIGNED BY (RESIDENT ENGINEER) Jack D Guthrie

734-3483 (Rev 5-81)

CONTRACTOR'S HEADQUARTERS

HIGHWAY DIVISION

WEEKLY STATEMENT OF CONTRACT TIME CHARGES

PROJECT NAME (SECTION) Amazon Bridge	CONTRACT NO. 9574
HIGHWAY Danebo road — COUNTY Lane	PREFIX 320- 1064
CONTRACTOR Steve Pyles General Contractor P.O. Box 3041 Salem OREGON	F.A. PROJECT NO. Broo 2003 (4)
	WEEK ENDING April 2 1983
	DATE MAILED TO CONTRACTOR

							REASONS FOR NOT CHARGING TIME
CONTRACT TIME UNITS (All, a, b, c, etc.)			ALL				
BEGINNING DATE OF TIME CHARGE			12-18-82				
Day of Week	Day of Month	Predominant Weather (For 'Workdays' Projects Only)					
Sun.	27		1				
Mon.	28	Cloudy	1				
Tue.	29	rain	1				
Wed.	30	rain	1				
Thu.	31	rain	1				
Fri.	1	Cloudy	1				
Sat.	2		1				
DAYS CHARGED THIS WEEK			7				
DAYS CHARGED ON PREVIOUS STATEMENT			99				
REVISIONS OR ADJUSTMENTS (+ or —) (Explain Below)							
DAYS CHARGED TO END OF CURRENT WEEK			106				
LIMITING NUMBER OF DAYS	CALENDAR WORKDAYS						
	CALENDAR DAYS		195.				
	WORKDAYS						
FIXED DATE (Specified Completion Date)			July 1 1983				
DAYS REMAINING			89				
EXCESS DAYS USED							

INSTRUCTIONS:
Submit weekly during specified work season for all CALENDAR WORKDAY, CALENDAR DAY and WORKDAY projects except when time count is halted by extended "suspend work order."
Submit weekly if time has expired on FIXED DATE projects.

COMMENTS:

SIGNED BY (RESIDENT ENGINEER)
Dave Rienhard

734-3483 (Rev. 5-81)

CONTRACTOR'S HEADQUARTERS

STEVE PYLES
GENERAL CONTRACTOR, INC.

July 25, 1983

Delta Construction Company
Attn: Bill Beck
999 Division Ave.
Eugene, Oregon 97404

Re: Amazon Creek Bridge

Dear Mr. Beck,

Please accept this as written authorization to perform all necessary work needed to over-excavate the soft spots at the south side of the bridge, as per the instructions by the City of Eugene.

This extra work is to be handled by a force account billing for all labor, material, and equipment.

Sincerely,

Steve Pyles

(503)399-1596 P.O. Box 3041 Salem, OR 97302

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE	VOUCHER DATE	TOTAL AMOUNT
STEVE PYLES GENERAL CONTRACTOR INC PO BOX 3041 SALEM OR 97302	7-20-83	✓ $ 5,975.78

CONTRACT NO.	ESTIMATE NO.	APPROVED:
9574	4	DS 7-26-83 Designated Authority
PERIOD COVERED: 6-10-83 TO 7-10-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________ (Name) CERTIFY THAT I AM ______________ (Capacity)

FOR ______________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID. FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

______________ Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.	If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY	LANE
HIGHWAY	CITY STREET
SECTION	AMAZON CR (DANEBO RD) BR
CONTRACT NO.	9574
FEDERAL AID PROJECT NO.	BROS2003004
ESTIMATE NO.	[illegible]
PREFIX NO'S.	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION	LUMP SUM	10337.8300	100.000	10337.83	10337.8
002	1P TEMPORARY SIGNS	SQ FT	5.0000	151.500	757.50	757.5
005	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1[illegible]00.0000	10.000	1[illegible]0.00	1[illegible]0.0
006	1P GENERAL EXCAVATION	CU YD	4.5000	460.000	2070.00	2070.0
007	1P CHANNEL EXCAVATION	CU YD	5.2000	187.000	972.40	972.4
008	1P 1"-0 AGGREGATE BASE	TO	6.2000	59.660	369.89	
010	1P 12-INCH SEWER PIPE	LIN FT	14.0000	117.300	1642.20	784.
011	1P 1[illegible]-INCH SEWER PIPE	LIN FT	37.7500	136.000	5134.00	5134.
012	1P T V INSPECTION OF SEWER LINES	LIN FT	1.0000	189.000	189.00	
013	1P CONCRETE MANHOLES	EACH	1500.0000	1.000	1500.00	1500.0
015	1P TRASH RACKS	EACH	125.0000	7.000	875.00	2[illegible]0.0
016	1P SACKED RIPRAP	CU YD	150.0000	24.000	3600.00	3600.0
019	1P FILTER BLANKET	CU YD	20.0000	8.000	160.00	1[illegible]0.0
020	1P BRIDGE REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.0
021	1P STRUCTURE EXCAVATION	CU YD	8.3300	60.000	499.80	499.
022	1P FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	8[illegible]00.0000	100.000	[illegible]600.00	[illegible]00.
023	1P FURNISH PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.
024	1P DRIVE PRESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.
025	1P STRUCTURAL CONCRETE CLASS3300	LUMP SUM	13632.0000	100.000	13632.00	10224.
026	1P 4'X25'/30' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.
027	1P 4'X35'/40' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.
028	1P 4'X40'/45' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	19728.
029	1P REINFORCEMENT	LUMP SUM	4122.0000	100.000	4122.00	30[illegible]1.
030	1P THREE TUBE STEEL RAILING	LIN FT	58.5700	242.000	14173.94	14173.
031	1P 3-INCH PVC PIPE	LIN FT	1.5600	126.500	197.34	
033	1P 5-INCH PVC PIPE	LIN FT	4.1200	126.500	521.18	
	PRICE AGREEMENT ITEMS					
3001A	1P TEMP BARRICADES DEL 81 3	LUMP SUM	78[illegible].0000	100.000	78[illegible].00	
3002A	1P HOLES & SLOTS IN RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.

DATE 07 19 83 [illegible]. 01 9574	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

ENT VOUCHER

HWAY DIVISION

COUNTY LANE	CONTRACT NO. 9574	ESTIMATE NO. 4	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO. BROS2003004		
SECTION AMAZON CR (DANEBO RD) BR			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ION		LUMP SUM	10337.8300	100.000	10337.83	10337.83	
SIGNS		SQ FT	5.0000	151.500	757.50	757.50	
F STRUCTURES ANDOBSTRUCTIONS		LUMP SUM	1 00.0000	10.000	1 0.00	1 0.00	
XCAVATION		CU YD	4.5000	460.000	2070.00	20 0.00	
XCAVATION		CU YD	5.2000	187.000	972.40	972.40	
EGATE BASE		TO	6.2000	59.66	369.89		369.89
EWER PIPE		LIN FT	14.0000	117.300	1642.20	784.00	858.20
EWER PIPE		LIN FT	37.7500	136.000	5134.00	5134.00	
TION OF SEWER LINES		LIN FT	1.0000	189.000	189.00		189.00
MANHOLES		EACH	1500.0000	1.000	1500.00	1500.00	
S		EACH	125.0000	7.000	875.00	250.00	625.00
PRAP		CU YD	1 0.0000	24.000	3600.00	3600.00	
N ET		CU YD	20.0000	8.000	160.00	160.00	
MOVAL WOR		LUMP SUM	3000.0000	100.000	3000.00	3000.00	
EXCAVATIO		CU YD	8.3300	60.000	499.80	499.80	
ILE DRIVING	EQUIPMENT	LUMP SUM	8 00.0000	100.000	8 00.00	8 00.00	
RESTRESSED	CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.00	
STRESSED	CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.00	
L CONCRETE CLASS3300		LUMP SUM	13632.0000	100.000	13632.00	10224.00	3408.00
' PRESTRESSED	SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
' PRESTRESSED	SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
' PRESTRESSED	SLABS	EACH	1409.2100	14.000	19728.94	19728.94	
ENT		LUMP SUM	4122.0000	100.000	4122.00	30 1.50	1030.50
E STEEL RAILING		LIN FT	58.5700	242.000	14173.94	14173.94	
PIPE		LIN FT	1.5600	126.500	197.34		197.34
PIP		LIN FT	4.1200	126.500	521.18		521.18
GREEMENT ITEMS							
RICADES	DEL 81 3	LUMP SUM	786.0000	100.000	786.00		786.00
SLOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.70	

NG. 81 9574	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

COUNTY	CONTRACT NO. 9574	ESTIMATE NO.	[illegible] NO'S.
H[illegible]AY	FEDERAL AID PRO[illegible] NO.		
SECTION			

FORM 734-1020 (REV. 7-78)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
	ADJUSTMENT ITEMS					
6001A	1P LIQUIDATED DAMAGE	DA	1 0.0000-	10.000	1 00.00-	
	MATERIALS ON HAND					
7031	1P 3 INCH PVC PIPE	[illegible]	.0400	3.500	1.5[illegible]	57.[illegible]
7032	1P 4 INCH PVC PIP	LN F	.7200	2[illegible]0.000	187.20	187.[illegible]
7033	1P 5 INCH PVC PIPE	1[illegible]	1.1000	3.[illegible]	3.45	143.[illegible]

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

RETAINAGE TO BE DEPOSITED IN INTEREST-BEARING ACCOUNT.
INTEREST

DATE 07 19 83 PG. 02 9574	TOTAL CONTRACT ITEMS	147220.19	140929.[illegible]
PREVIOUS VOUCHER NO. 51934	X 5 % RETAINED ON CONTRACT ITEMS	7,361.01	7,046.49
CHECKED BY: RMW/CSM	FORCE ACCOUNT		
ENGINEER OR AUDITOR E JONES	TOTAL PAYMENTS	139,859.18	133,883.40

MENT VOUCHER

IGHWAY DIVISION

COUNTY

CONTRACT NO. 9574

ATE NO -

H AY

FEDERAL AID PR NO.

SECTION

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
HENT TEMS TED DAMAGE	D	1 0.0000-	10.000	1 00.00-		1500.00-
A ON HAND						
PVC PIPE	LIN	.400	3.500	1.5	57.2	55.66-
PVC PIP	IN F	.7200	2 0.000	187.20	187.20	
PVC PIPE	I	1.1000	3.500	3.85	143.	139.15-

GROSS RETAINAGE		
TREASURER DEPOSIT		
NET RETAINAGE		

RETAINAGE TO BE DEPOSITED IN AN ~~XXXXXXX~~-BEARING ACCOUNT.
INTEREST

PG. 02 9574	TOTAL CONTRACT ITEMS	147220.19	140929.89	6290.30
51934	X 5 % RETAINED ON CONTRACT ITEMS	7,361.01	7,046.49	314.52
RMW/CSM	FORCE ACCOUNT			
E JONES	TOTAL PAYMENTS	139,859.18	133,883.40	~~XXXX~~ 5,975.78

July 20, 1983

CON

Steve Pyles, General Contractor, Inc.
P. O. Box 3041
Salem, Oregon 97302

Time Extension Request
Amazon Creek (Danebo Road) Bridge
Contract No. 9574
FAP No. BROS-2003(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested a contract time adjustment of an additional 30 calendar days due to weather conditions and late delivery of inserts (rod coupling nuts).

Reasonably predictable weather is not a valid reason for adjustment of contract time. (See Standard Specifications 108.09). Your request for additional contract time due to above normal rainfall between April 2 and June 18 is therefore denied.

Late delivery of materials is a contractor responsibility and is not a valid reason for additional contract time and is also denied.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager Jack Guthrie.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

RDC:mk st

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
Doug Greene w/att.
Jack Guthrie w/att.

STATE OF OREGON
HIGHWAY DIVISION - Region 3

INTEROFFICE MEMO

TO: C. T. Keasey
Asst. State Highway Engineer
Atten O. B. Jackmond

DATE: July 12, 1983

FROM: J. X. Wilson
J. X. WILSON
Region Construction Engineer

SUBJECT: Amazon Cr. (Danebo Road) Bridge
Contract 9574

I concur with the City of Eugene that the attached request for time be denied. It is obvious from Portland Bolt & Manufacturing's letter that the nuts in question were ordered very late and were not necessarily "back-ordered".

Also, the weather experienced certainly was not an "Act of God" and should not be considered under the terms of the contract as a reason for extra time.

jxw/cw
Attach.

cc City of Eugene
Atten Jack Guthrie
Doug Greene

7-15-83

W. E. Schwartz
I concur with Region and Project Mgr. and recommend that this request be denied.

O. B. Jackmond

RECEIVED
JUL [illegible] 1983
CONSTRUCTION SECTION

CAE
FOE
SCS
EEO
CA
FE
CP

STEVE
PYLES
GENERAL CONTRACTOR, INC.

June 23, 1983

City of Eugene
Department of Public Works
Attention: Jack Guthrie
858 Pearl Street
Eugene, Oregon

Re: Amazon Creek Bridge (Danebo Road)
Contract #9574

Dear Mr. Guthrie,

We would like to request an extension in our contract time for the above mentioned project. The reasons for the additional time are:

1. Due to above normal rain fall during the period from April 2, 1983 through June 18, 1983, we were unable to start the road work as originally scheduled. It was determined that attempting to excavate the road during the heavy rain fall would result in mud holes and inability to achieve a level grade.
2. The inserts needed to complete the sidewalks on the bridge were back ordered by our supplier, Portland Bolt & Manufacturing. (Please refer to attached copy of June 14, 1983 letter from Portland Bolt & Manufacturing.) The unavailability of these inserts has caused a delay in installing the pipe, paving the sidewalks and completing the road work.

For these reasons, we feel that a time extension of 30 calendar days is justified.

Sincerely,

Steve Pyles

(503)399-1596 P.O. Box 3041 Salem, OR 97302

PORTLAND BOLT & MANUFACTURING CO

June 14,1983

Steve Pyles, Gen.Cont'r.
5443 Commercial, S.E.
P.O. Box 3041
Salem,Or. 97302

REF:YOUR P.O.# 03212

Per our phone conversation this A.M.:

On May 31,1983 you ordered 56)7/8 x 5 A194 2H Rod Coupling Nuts. These nuts are being manufactured in Wisconsin.

I have checked with our supplier and have been advised that these items have a projected shipping date of June 24(or before).

We will notify you as soon as they are available and will advise you of any changes in the status of this order.

Thank you for your patience; let us know if we can help further.

Very truly yours,
Jeff Uusitalo
Jeff Uusitalo,
Sales Representative

RECEIVED
JUN 16 1983
PYLES & HOWARD
File No. ____________

1210 NW Johnson/Portland, Ore. 97209/227-5488
HOT DIP GALVANIZING • BOLTS • NUTS • RODS • THREADING

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE STEVE PYLES GENERAL CONTRACTOR INC PO BOX [illegible] 3041 SALEM OR 97302	VOUCHER DATE 6-23-83	TOTAL AMOUNT $ 10,413.59

CONTRACT NO. 9574	ESTIMATE NO. 3	APPROVED: Designated Authority
PERIOD COVERED: 5/10/83 - 6/10/83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ CERTIFY THAT I AM ______________________
(Name) (Capacity)

FOR ______________________ THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED
(Firm or Corp.)

AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

LANE

9574

3

HI[illegible]AY
CITY STREET

FEDERAL AID PRO NO.
BROS2003004

SECTION
AMAZON CR (DANEBO RD) BR

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION	LUMP SUM	10337.8330	100.000	10337.83	10337.8
002	1P TEMPORARY SIGNS	SQ FT	5.0000	151.500	757.50	757.5
005	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	10.000	150.00	150.0
006	1P GENERAL EXCAVATION	CU YD	4.5000	460.000	2070.00	
007	1P CHANNEL EXCAVATION	CU YD	5.2000	187.000	972.40	
010	1P 12-INCH SEWER PIPE	LIN FT	14.0000	56.000	784.00	
011	1P 18-INCH SEWER PIPE	LIN FT	37.7500	136.000	5134.00	
013	1P CONCRETE MANHOLES	EACH	1500.0000	1.000	1500.00	
015	1P TRASH RACKS	EACH	125.0000	2.000	250.00	
018	1P SACKED RIPRAP	CU YD	150.0000	24.000	3600.00	
019	1P FILTER BLANKET	CU YD	20.0000	8.000	160.00	
020	1P BRIDGE REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.0
021	1P STRUCTURE EXCAVATION	CU YD	8.3300	60.000	499.80	499.8
022	1P FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	8600.0
023	1P FURNISH PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.0
024	1P DRIVE PRESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.
025	1P STRUCTURAL CONCRETE CLASS3300	LUMP SUM	13632.0000	75.000	10224.00	10224.0
026	1P 4'x25'/30' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	
027	1P 4'x35'/40' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	
028	1P 4'x40'/45' PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94	
029	1P REINFORCEMENT	LUMP SUM	4122.0000	75.000	3091.50	3091.
030	1P THREE TUBE STEEL RAILING	LIN FT	58.5700	242.000	14173.94	
	PRICE AGREEMENT ITEMS					
3002A	1P HOLES & SLOTS IN RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.
	MATERIALS ON HAND					
7026	1P PRESTRESSED SLABS/ ASSEMBLY PARTS	EA	1324.2400			18539.
7027	1P PRESTRESSED SLABS/ ASSEMBLY PARTS	EA	1324.2400			18539.
7028	1P PRESTRESSED SLABS/ ASSEMBLY PARTS	EA	1324.2400			18539.

DATE 06 22 83 PG. 01 9574	TOTAL CONTRACT ITEMS	
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	
CHECKED BY:	FORCE ACCOUNT	
ENGINEER OR AUDITOR	TOTAL PAYMENTS	

VOUCHER

AY DIVISION

LANE	9574	3
CITY STREET	FEDERAL AID PRO NO. BROS2003004	
SECTION AMAZON CR (DANEBO RD) BR		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
N	LUMP SUM	10337.8300	100.000	10337.83	10337.83	
IGNS	SQ FT	5.0000	151.500	757.50	757.50	
STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	10.000	150.00	150.00	
AVATION	CU YD	4.5000	460.000	2070.00		2070.00
AVATION	CU YD	5.2000	187.000	972.40		972.40
ER PIPE	LIN FT	14.0000	56.000	784.00		784.00
ER PIPE	LIN FT	37.7500	136.000	5134.00		5134.00
NHOLES	EACH	1500.0000	1.000	1500.00		1500.00
	EACH	125.0000	2.000	250.00		250.00
AP	CU YD	150.0000	24.000	3600.00		3600.00
KET	CU YD	20.0000	8.000	160.00		160.00
VAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
XCAVATION	CU YD	8.3300	60.000	499.80	499.80	
E DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	8600.00	
STRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.00	
ESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.00	
CONCRETE CLASS3300	LUMP SUM	13632.0000	75.000	10224.00	10224.00	
PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94		19728.94
PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94		19728.94
PRESTRESSED SLABS	EACH	1409.2100	14.000	19728.94		19728.94
NT	LUMP SUM	4122.0000	75.000	3091.50	3091.50	
STEEL RAILING	LIN FT	58.5700	242.000	14173.94		14173.94
EEMENT ITEMS						
TS IN RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.70	
S ON HAND						
D SLABS/ ASSEMBLY PARTS	EA	1324.2400			18539.36	18539.36-
D SLABS/ ASSEMBLY PARTS	EA	1324.2400			18539.36	18539.36-
D SLABS/ ASSEMBLY PARTS	EA	1324.2400			18539.36	18539.36-
PG. 01 9574	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 9574

ESTIMATE NO. 3

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
7030	1P THREE TUBE STEEL RAILS	LIN FT	53.0180			12830.36
7031	1P 3 INCH PVC PIPE	LIN FT	.4400	130.000	57.20	57.20
7032	1P 4 INCH PVC PIPE	LIN FT	.7200	260.000	167.20	167.20
7033	1P 5 INCH PVC PIPE	LIN FT	1.1000	130.000	143.00	143.00

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

**RETAINAGE TO BE DEPOSITED IN AN INTEREST-BEARING ACCOUNT

DATE 06 22 83 PG. 02 9574	TOTAL CONTRACT ITEMS	140929.89	121547.17
PREVIOUS VOUCHER NO. 48282	5% % RETAINED ON CONTRACT ITEMS	7,046.49	6,077.36
CHECKED BY: PG/SUK	FORCE ACCOUNT		
ENGINEER OR AUDITOR E JONES	TOTAL PAYMENTS	133,883.40	115,469.81

MENT VOUCHER

IGHWAY DIVISION

COUNTY	CONTRACT NO. 9574	ESTIMATE NO. 3	PREFIX NO'S.
H AY	FEDERAL AID PRO T NO.		
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
BE STEEL RAILS	LIN FT	53.0180			12830.36	12830.36-
VC PIPE	LIN FT	.4400	130.000	57.20	57.20	
VC PIPE	LIN FT	.7200	260.000	187.20	187.20	
VC PIPE	LIN FT	1.1000	130.000	143.00	143.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

**RETAINAGE TO BE DEPOSITED IN AN INTEREST-BEARING ACCOUNT

PG. 02 9574	TOTAL CONTRACT ITEMS	140929.89	121547.17	19382.72
48282	5% % RETAINED ON CONTRACT ITEMS	7,046.49	6,077.36	969.13
PG/SUK	FORCE ACCOUNT			
E JONES	TOTAL PAYMENTS	133,883.40	115,469.81	18,413.59

DELTA
DELTA CONSTRUCTION CO.
999 DIVISION AVENUE | EUGENE, OREGON 97404 | PHONE 688-2233

June 21, 1983
Delta #8302
L-324

Steve Pyles Contractor
P. O. Box 3041
Salem, Oregon 97302

RE: AMAZON CREEK (DANEBO ROAD) BRIDGE

Dear Sir:

At a meeting today with Ed Childs, Paul Anderson, Rick Olson and Delmer Anderson, representing Steve Pyles Construction Co., it was stated that E.W.E.B. could not hang their water line on the bridge until Pyles supplies Rick Olson with the parts to hang it. Because the parts are not on the job site, Delta Construction Co. has been stopped from pursuing its work sinch June 10, 1983.

Please advise us when the water line can be hung so we may complete our contract.

Thank you,

Ed Childs
Ed Childs
Construction Superintendent

B:slw

B-320 (Rev.)—5M--9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date JUNE 16, 1983

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 195 days to 225 days, within which to complete our Contract No. 9574, without the assessment of liquidated damages. The said contract is described as follows:

AMAZON CREEK (DANEBO ROAD) BRIDGE

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

DELAY IN ROAD WORK DUE TO WEATHER CONDITIONS.
GRADE STAKING PROBLEMS.
MATERIAL AVAILABILITY PROBLEMS.

Respectfully submitted,

STEVE PYLES GENERAL CONTRACTOR, INC.
Contractor

By Steve Pyles Pres

CONSENT OF SURETY

Date June 16, 1983

We, Reliance Insurance Company

825 N.E. Multnomah, Portland Oregon 97232, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Patricia A. Dimick
Attorney-in-fact
PATRICIA A. DIMICK

(SEAL)

EMERY & KARRIGAN, INC.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

....
Division Engineer

....
Construction Engineer or Bridge Engineer

....
State Highway Engineer

Contract No. ....
Project designation .... State-Federal
Date awarded ....
Work started ....
Per cent completed .... Date
No. of Workdays Allowed ....
No. of Workdays Used ....
No. of Added Workdays Requested ....

SP*6396-734

RELIANCE INSURANCE COMPANY

HEAD OFFICE, PHILADELPHIA, PENNSYLVANIA

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, That the RELIANCE INSURANCE COMPANY, a corporation duly organized under the laws of the State of ennsylvania, does hereby make, constitute and appoint

PATRICIA A. DIMICK of PORTLAND, OREGON---

its true and lawful Attorney-in-Fact, to make, execute, seal and deliver for and on its behalf, and as its act and deed

ANY AND ALL BONDS AND UNDERTAKINGS OF SURETYSHIP-----

and to bind the RELIANCE INSURANCE COMPANY thereby as fully and to the same extent as if such bonds and undertakings and other writings obligatory in the nature thereof were signed by an Executive Officer of the RELIANCE INSURANCE COMPANY and sealed and attested by one other of such officers, and hereby ratifies and confirms all that its said Attorney(s)-in-Fact may do in pursuance hereof.

This Power of Attorney is granted under and by authority of Article VII of the By-Laws of RELIANCE INSURANCE COMPANY which became effective September 7, 1978, which provisions are now in full force and effect, reading as follows:

ARTICLE VII – EXECUTION OF BONDS AND UNDERTAKINGS

1. The Board of Directors, the President, the Chairman of the Board, any Senior Vice President, any Vice President or Assistant Vice President or other officer designated by the Board of Directors shall have power and authority to (a) appoint Attorneys-in-Fact and to authorize them to execute on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and (b) to remove any such Attorney-in-Fact at any time and revoke the power and authority given to him.

2. Attorneys-in-Fact shall have power and authority, subject to the terms and limitations of the power of attorney issued to them, to execute and deliver on behalf of the Company, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof. The corporate seal is not necessary for the validity of any bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof.

3. Attorneys-in-Fact shall have power and authority to execute affidavits required to be attached to bonds, recognizances, contracts of indemnity or other conditional or obligatory undertakings and they shall also have power and authority to certify the financial statement of the Company and to copies of the By-Laws of the Company or any article or section thereof.

his power of attorney is signed and sealed by facsimile under and by authority of the following Resolution adopted by the Board of Directors of RELIANCE INSURANCE COMPANY at a meeting held on the 5th day of June, 1979, at which a quorum was present, and said Resolution has not been amended or repealed:

> "Resolved, that the signatures of such directors and officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN WITNESS WHEREOF, the RELIANCE INSURANCE COMPANY has caused these presents to be signed by its Vice President, and its corporate seal to be hereto affixed, this 14th day of December 1982.

RELIANCE INSURANCE COMPANY

D. Keith Johnson

Asst. Vice President

STATE OF Washington
COUNTY OF King } ss.

On this 14th day of December, 1982, personally appeared D. Keith Johnson to me known to be the Vice-President of the RELIANCE INSURANCE COMPANY, and acknowledged that he executed and attested the foregoing instrument and affixed the seal of said corporation thereto, and that Article VII, Section 1, 2, and 3 of the By-Laws of said Company and the Resolution, set forth therein, are still in full force.

Lzabeth A Morrow

My Commission Expires:
July 20, 1986

Notary Public in and for State of Washington
Residing at Milton

Charles J. Falskow, Assistant Secretary of the RELIANCE INSURANCE COMPANY, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney executed by said RELIANCE INSURANCE COMPANY, which is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company this 16th day of June 1983

Assistant Secretary Charles J. Falskow

BDR-1431 Ed. 6/79

DELTA

DELTA CONSTRUCTION CO.

999 DIVISION AVENUE | EUGENE, OREGON 97404 | PHONE 888-2233

June 15, 1983
Delta #8302

Steve Pyles Contractor
ATTN: Delmer
P.O. Box 3041
Salem, OR 97302

RE: AMAZON CREEK (DANEBO ROAD) BRIDGE

Dear Delmer,

Per our telephone conversation today, this letter is to confirm to you that Delta's change orders #1 and #3 are void; if your statement that Staton and the City agreed there is no claim, is true.

Sincerely,

Bill Beck

Bill Beck
Coordinator

BB:tb

PORTLAND BOLT & MANUFACTURING CO

June 14,1983

Steve Pyles, Gen.Cont'r.
5443 Commercial, S.E.
P.O. Box 3041
Salem,Or. 97302

REF:YOUR P.O.# 03212

Per our phone conversation this A.M.:

On May 31,1983 you ordered 56)7/8 x 5 A194 2H Rod Coupling Nuts. These nuts are being manufactured in Wisconsin.

I have checked with our supplier and have been advised that these items have a projected shipping date of June 24(or before).

We will notify you as soon as they are available and will advise you of any changes in the status of this order.

Thank you for your patience; let us know if we can help further.

Very truly yours,

Jeff Uusitalo

Jeff Uusitalo,
Sales Representative

RECEIVED
JUN 16 1983
PYLES & HOWARD
File No. ____________

1210 NW Johnson/Portland, Ore. 97209/227-5488
HOT DIP GALVANIZING • BOLTS • NUTS • RODS • THREADING

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

EMORANDUM

TO: Steve Pyles
General Contractors, Inc.
P.O. Box 3041
Salem, OR 97302

DATE: 6-14-83

ATTENTION: DELMER ANDERSON

RE: CONTRACT #9574
AMAZON CREEK BRIDGE

MESSAGE: RECEIVED YOUR REQUEST FOR A TIME EXTENSION. ENCLOSED IS THE PROPER REQUEST FORM FOR THIS PURPOSE. SUBMIT THIS REQUEST FORM AND COMPLY WITH SECTION 108.09 Pg. 71 & 72 OF THE SPECIFICATIONS.

ACKNOWLEDGMENT OF YOUR LETTER TO DELTA CONST. CO. ADDRESSING THE STAKING ERROR ON THE SACK RIP RAP, WEST OF THE BRIDGE. THIS WILL BE CORRECTED WITH A PRICE AGREEMENT OR TIME AND MATERIALS.

Engineering Division
DEPARTMENT OF PUBLIC WORKS

BY: Ivan Koch

RECEIVED
JUN 16 1983
PYLES & HOWARD
File No. ______

PORTLAND BOLT & MANUFACTURING ©
Established in 1912
1210 NW Johnson / P.O. Box 2866 / Portland Ore. 97208
(503) 227-5488 / Outside Oregon 800-547-6758 / Inside Oregon 800-452-0124
BLACK/GALVANIZED BOLTS - ANCHORS - WASHERS - THREADED RODS-STUDS
U BOLTS - EYE BOLTS
Offices/Mfgr. Plant: 1210 N.W. Johnson St., Portland, Oregon 97209

SALES ORDER NUMBER	INVOICE DATE	INVOICE NUMBER
28594	6/14/83	28594

invoice

STEVE PYLES GENL CONTR
5443 COMMERCIAL SE
PO BOX 3041
SALEM OR 97302

SHIP TO:
STEVE PYLES GENL CONTR
5443 COMMERCIAL SE
PO BOX 3041
SALEM UR 97302

	CUSTOMER ORDER NUMBER	ORDERED BY	DATE ORDERED	DATE PROMISED	SALESMAN	B/O INVOICE NUMBER
49341	03212	DELMER	5/31/83	6/14/83	NEIL	

CARTONS	BOXES	CLOTH SACKS	PAPER SACKS	BUNDLES	SKIDS	TERMS:
2						NET 30 DAYS

W/C

	B.O.	PRODUCT CODE	DESCRIPTION	WEIGHT	QUANTITY SHIPPED		UNIT PRICE	TOTAL
-57		13989 B	7/8 X 18 X 3 A325 ANCHOR BOLT, 5 THREAD		57	2	464.780/C	264.92
-56	56	12379 B	7/8 X 5 A194 ROD COUPLER			2		N/C
			B/O TO INV #29057					

DATE SHIPPED	TOTAL WEIGHT	FREIGHT	INVOICE TOTAL	264.92
6/14/83				

No credit will be issued for goods returned without our permission. Special order merchandise will not be accepted for credit. No claim for shortages allowed unless reported immediately upon receipt of shipment. A service charge of one and one-half percent (1½%) per month which is an A.P.R. of eightee [illegible] cent (18%) will be charged on all past due accounts.

We hereby certify [illegible] these goods were produced in compliance with all applicable requirements of section 6, 7 and 12 of the Fair Labor Standards Act as amended and of regulations and orders of the United States Department of Labor issued under Section 14 thereof.

CUSTOMER'S COPY

STEVE PYLES
GENERAL CONTRACTOR, INC.

June 10, 1983

Delta Construction Company
Attention: Bill Beck
999 Division Avenue
Eugene, Oregon

Re: Amazon Creek (Danebo Road) Bridge

Dear Mr. Beck,

On June 9, 1983, we had a meeting with Staton Construction and the City of Eugene. At this time we reviewed the charge for additional work done by Staton Construction and billed to us through Delta Construction.

It became apparent to all parties that Staton Construction has no claim for extra monies. The work claimed by Staton Construction as extra work was a result of Staton Construction's job crew not properly following the survey staking as marked.

It was also determined that the sacked riprap installed on the west side of the bridge was not installed properly. This work was done under the direction of the City of Eugene and Paul Anderson. The City of Eugene has acknowledged responsibility for the error and has agreed, by either time and material or price agreement, to have Staton Construction correct the work.

If you have any questions regarding the items covered in this letter, please feel free to contact us.

Sincerely,

Steve Pyles

Steve Pyles

cc: Staton Construction Co.
City of Eugene

(503)399-1596 P.O. Box 3041 Salem, OR 97302

STEVE
PYLES
GENERAL CONTRACTOR, INC.

June 10, 1983

City of Eugene
Department of Public Works
Attention: Jack Guthrie
858 Pearl Street
Eugene, Oregon

Re: Amazon Creek (Danebo Road) Bridge

Dear Mr. Guthrie:

This is to formally reaffirm our meno letter of June 9, 1983.

Steve Pyles General Contractor, Inc. agrees to supply sixty (60) 3/4"X3" - A325 galvanized bolts to replace the incorrect bolts for the guard rails and to adjust the guard rails as per the City's direction.

All work will be done on a price agreement between the City of Eugene and Steve Pyles General Contractor, Inc.

The City of Eugene, via Ivan Koehn, has agreed to pay for:

1. Labor to remove incorrect bolts.
2. Labor to install correct bolts.
3. 60 3/4"X3" galvaized A325 bolts @ $62.49 per bolt.
4. Labor and equipment as needed to adjust the guard rail.

Steve Pyles General Contractor, Inc. will supply to the City of Eugene all invoices for labor, bolts and equipment. Standard State of Oregon billing practices will be used for this extra work.

If you have any questions regarding this matter, please contact us.

Sincerely,

Steve Pyles

Steve Pyles

(503)399-1596 P.O. Box 3041 Salem, OR 97302

P. O. BOX 30
SALEM, OREGON 97302

MEMO LETTER

TO: City of Eugene

DATE: June 9, 1983

SUBJECT: Amazon Creek Bridge

It is aggreed that Steve Pyles General Contractor will Supply 60 ea 3/4 x 3" A-325 bolts for Bridge Rails, and Adjust Bridge Rails as per City Request.

All work to be done on Price aggreement. Between City of Eugene + Steve Pyles General Contr.

City to pay for

1. Labor to change bolts
2. 60 ea 3/4 x 3" A-325 Bolts @ 62.49/100
3. Equipment as Needed for Adjustment

Contractor to Supply City with Invoices

Steve Pyles General Contr.

City of Eugene Dave Rock

DUPLICATE

P. O. BOX 5[illegible]1
SALEM, OREGON 97302

MEMO LETTER

TO Rick Olsen Const. Co.

DATE: June 6, 1983

SUBJECT: Mill Creek Bridge

Confirming our conversation of 6-6-83. It was brought to my attention that bolts supplied for bridge rails are to short to install rails as per plans.

We will have to have a written approval from the Engineer for this being accepted by him before we can be reimbursed for this change.

Thank You

Robert Jones Co. Inc. P.O. Box 2726 Birmingham, AL 35202 Reorder No. RJG072ML

DUPLICATE

STEVE PYLES
GENERAL CONTRACTOR, INC.

June 10, 1983

Rick Olsen Construction Company, Inc.
2877 Van Avenue
Eugene, Oregon

Re: Amazon Creek (Danebo Road) Bridge

Dear Rick,

This letter is in regards to our meeting with the City of Eugene on June 9, 1983. It has been agreed that the State Bridge Design Section did not correctly detail the bolt size for installing the bridge rails. The City of Eugene has agreed to pay the extra cost to replace the 2" bolts with 3" bolts. This work will be done on either a price agreement or time and material charge. The bolts are on order from Portland Bolt Manufacturing Company and are due to be ready June 14, 1983. We hope to have them on job site by mid-day, June 14, 1983.

The other problem that has arisen is the rebar in the precast sidewalk sections. We have contacted Eugene Sand and Gravel on this matter and have not received a response from them to date. If we are able to make a back-charge agreement with them on this problem, you will be paid for your time to make the corrections.

If you have any questions regarding these matters, please call.

Sincerely,

Steve Pyles

Steve Pyles

(503)399-1596 P.O. Box 3041 Salem, OR 973

DELTA

DELTA CONSTRUCTION CO.

999 DIVISION AVENUE
EUGENE, OREGON 97404
TELEPHONE (503) 688-2233

Customer STEVE PYLES CONTRACTOR

Address P.O. BOX 3041

Job Site SALEM, ORE. 97302

Date 6-8-83

Phone

Estimator

CONTRACT CHANGE ORDER AND OWNER ACKNOWLEDGEMENT

Following is a description of an on the job addition, change in conditions, or a deviation from the original contract:

AMAZON CREEK (DANEBO RD.) BRIDGE
REMOVE BIKE PATH, PREVIOUSLY CONSTRUCTED, AS PER
INSTRUCTIONS BY THE INSPECTOR. BIKE PATH WAS
LOCATED ON S.E. SIDE OF THE PROJECT.

STATON: REMOVE 116.5 C.Y. @ $6.56 C.Y. = $764.24
PROFIT + OVERHEAD 15% 114.64

AMOUNT DO FOR C.O. #1 $878.88

~~We propose to~~ furnish labor and materials to complete the change order specified above for the sum of $ $878.88.

THE FOLLOWING: DOES APPLY ☐ DOES NOT APPLY ☒

Owner acknowledges that existing base structure may be inadequate to support quality hard surfacing as per specifications. It is understood that Delta Construction Co. shall be fully compensated for work performed and shall take no responsibility for failures which may result anytime after job completion.

Acknowledged By:

Company Representative: Bill Bock

File No.

DELTA

DELTA CONSTRUCTION CO.

999 DIVISION AVENUE
EUGENE, OREGON 97404
TELEPHONE (503) 688-2233

Customer STEVE PYLES CONTRACTOR
Address P.O. BOX 3041
Job Site SALEM, ORE. 97302

Date JUNE 10 1983
Phone
Estimator

CONTRACT CHANGE ORDER AND OWNER ACKNOWLEDGEMENT

Following is a description of an on the job addition, change in conditions, or a deviation from the original contract:

CHANGE ORDER #2 FOR AMAZON CREEK (DANEBO RD.) BRIDGE

ITEM #18 SACKED RIP RAP OVERRUN
BID QUANTITY 24 C.Y.
NEW QUANTITY 29 1/2 C.Y.
INCREASE 5 1/2 C.Y. @ $193.50 = $1,064.25

RECEIVED
JUN 13 1983
PYLES & HOWARD
File No.

~~We propose to~~ furnish labor and materials to complete the change order specified above for the sum of $ $1,064.25.

THE FOLLOWING: DOES APPLY ☐ DOES NOT APPLY ☒

Owner acknowledges that existing base structure may be inadequate to support quality hard surfacing as per specifications. It is understood that Delta Construction Co. shall be fully compensated for work performed and shall take no responsibility for failures which may result anytime after job completion.

Acknowledged By:

Company Representative: Bill Beck

DELTA

DELTA CONSTRUCTION CO.

999 DIVISION AVENUE
EUGENE, OREGON 97404
TELEPHONE (503) 688-2233

6/15/83

Customer STEVE PILES CONTRACTOR

Address

Job Site

Date JUNE 10 1983

Phone

Estimator

CONTRACT CHANGE ORDER AND OWNER ACKNOWLEDGEMENT

Following is a description of an on the job addition, change in conditions, or a deviation from the original contract:

CHANGE ORDER #3 FOR AMAZON CREEK (DANEBO RD.) BRIDGE
REPLACING CHANGE ORDER #1

REMOVE BIKE PATH, PREVIOUSLY CONSTRUCTED, AS PER
INSPECTORS INSTRUCTIONS.
EXCAVATE AREA 150' X 9' X 28" = 116.5 C.Y.

ITEM #6 GENERAL EXCAVATION ADDITIONAL 116.5 C.Y.
116.5 C.Y. @ $8.56 C.Y. = $997.24

RECEIVED
JUN 13 1983
PYLES & HOWARD
File No.

~~We propose to~~ furnish labor and materials to complete the change order specified above for the sum of $

THE FOLLOWING: DOES APPLY ☐ DOES NOT APPLY ☒

Owner acknowledges that existing base structure may be inadequate to support quality hard surfacing as per specifications. It is understood that Delta Construction Co. shall be fully compensated for work performed and shall take no responsibility for failures which may result anytime after job completion.

Acknowledged By:

Company Representative: Bill Beck

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE STEVE PYLES GENERAL CONTRACTOR INC PO BOX 3041 SALEM OR 97302	VOUCHER DATE 5-28-83	TOTAL AMOUNT $ 48,242.54 ✓

CONTRACT NO. 9574	ESTIMATE NO. 2	APPROVED: DS 6-21-83 Designated Authority
PERIOD COVERED: 4-10-83 TO 5-10-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ (Name) CERTIFY THAT I AM ______________________ (Capacity)

FOR ______________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec. 109.15, Standard Specifications for Highway Construction.	If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

LANE	CONTRACT NO. 9574	ESTIMATE NO. 2	PREFIX NO'S.	
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO. BROS2003004			
SECTION AMAZON CR (DANEBO RD) BR				

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUN
001	1P MOBILIZATION	LUMP SUM	10337.8300	100.000	10337.83	10337.
002	1P TEMPORARY SIGNS	SQ FT	5.0000	151.500	757.50	757.
005	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	10.000	150.00	150.
020	1P BRIDGE REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	3000.
021	1P STRUCTURE EXCAVATION	CU YD	8.3300	60.000	499.80	499.
022	1P FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	8600.
023	1P FURNISH PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.
024	1P DRIVE PRESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.
025	1P STRUCTURAL CONCRETE CLASS3300	LUMP SUM	13632.0000	75.000	10224.00	
029	1P REINFORCEMENT	LUMP SUM	4122.0000	75.000	3091.50	
	PRICE AGREEMENT ITEMS					
3002A	1P HOLES & SLOTS IN RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.
	MATERIALS ON HAND					
7026	1P PRESTRESSED SLABS/ ASSEMBLY PARTS	EA	1324.2400	14.000	18539.36	3972.
7027	1P PRESTRESSED SLABS/ ASSEMBLY PARTS	EA	1324.2400	14.000	18539.36	3972.
7028	1P PRESTRESSED SLABS/ ASSEMBLY PARTS	EA	1324.2400	14.000	18539.36	10593.
7030	1P THREE TUBE STEEL RAILS	LIN FT	53.0180	242.000	12830.36	12830.
7031	1P 3 INCH PVC PIPE	LIN FT	.4400	130.000	57.20	
7032	1P 4 INCH PVC PIPE	LIN FT	.7200	260.000	187.20	
7033	1P 5 INCH PVC PIPE	LIN FT	1.1000	130.000	143.00	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

*RETAINAGE TO BE DEPOSITED IN INTEREST-BEARING ACCOUNT

DATE 05 26 83 PG. 01 9574		TOTAL CONTRACT ITEMS	121547.17	70765.
PREVIOUS VOUCHER NO. 42343	5	% RETAINED ON CONTRACT ITEMS	6,077.36	3,538.28
CHECKED BY: DG/CSM		FORCE ACCOUNT		
ENGINEER OR AUDITOR E JONES		TOTAL PAYMENTS	115,469.81	67,227.27

YMENT VOUCHER

HIGHWAY DIVISION

COUNTY LANE	CONTRACT NO. 9574	ESTIMATE NO 2	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO. BROS2003004		
SECTION AMAZON CR (DANEBO RD) BR			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ZATION		LUMP SUM	10337.8300	100.000	10337.83	10337.83	
ARY SIGNS		SQ FT	5.0000	151.500	757.50	757.50	
OF STRUCTURES ANDOBSTRUCTIONS		LUMP SUM	1500.0000	10.000	150.00	150.00	
REMOVAL WORK		LUMP SUM	3000.0000	100.000	3000.00	3000.00	
RE EXCAVATION		CU YD	8.3300	60.000	499.80	499.80	
PILE DRIVING	EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	8600.00	
PRESTRESSED	CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	15000.00	
RESTRESSED	CONCRETE PILES	LIN FT	1.6100	600.000	966.00	966.00	
RAL CONCRETE CLASS3300		LUMP SUM	13632.0000	75.000	10224.00		10224.00
CEMENT		LUMP SUM	4122.0000	75.000	3091.50		3091.50
AGREEMENT ITEMS							
SLOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	84.70	
IALS ON HAND							
SSED SLABS/	ASSEMBLY PARTS	EA	1324.2400	14.000	18539.36	3972.72	14566.64
SSED SLABS/	ASSEMBLY PARTS	EA	1324.2400	14.000	18539.36	3972.72	14566.64
SSED SLABS/	ASSEMBLY PARTS	EA	1324.2400	14.000	18539.36	10593.92	7945.44
TUBE STEEL RAILS		LIN FT	53.0180	242.000	12830.36	12830.36	
PVC PIPE		LIN FT	.4400	130.000	57.20		57.20
PVC PIPE		LIN FT	.7200	260.000	187.20		187.20
PVC PIPE		LIN FT	1.1000	130.000	143.00		143.00

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

*RETAINAGE TO BE DEPOSITED IN AN INTEREST-BEARING ACCOUNT

PG. 01 9574		TOTAL CONTRACT ITEMS	121547.17	70765.55	50781.62
42343	5	% RETAINED ON CONTRACT ITEMS	6,077.36	3,538.28	2,539.08
DG/CSM		FORCE ACCOUNT			
E JONES		TOTAL PAYMENTS	115,469.81	67,227.27	48,242.54

SP STEVE PYLES
GENERAL CONTRACTOR, INC.

May 26, 1983

Delta Construction Company
Attention: Lee Babb
999 Division Avenue
Eugene, Oregon

Re: Amazon Creek (Danebo Road) Bridge

Dear Mr. Babb,

This letter is to formally notify your firm of our position on the request for a time extension proposed by your construction superintendent, Ed Childs, at the on-site meeting May 25, 1983.

We feel that both your company and Staton Construction Co. have been given ample time to complete the work required for the channel excavation. Neither the State of Oregon or the City of Eugene are willing to grant a time extension on this project at this time. We, therefore, have no alternative but to deny your request for a time extension.

We must also notify you that if your firm or Staton Construction Co. should cause a delay in the completion of the remaining portions of the project, resulting in liquidated damages being accessed by the State of Oregon against Steve Pyles General Contractor, Inc., these charges will, in turn, be accessed against your firm.

If you have any further questions regarding this matter, please contact us.

Sincerely,

Steve Pyles

(503)399-1596 P.O. Box 3041 Salem, OR 97302

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE STEVE PYLES GENERAL CONTRACTOR INC PO BOX 3041 SALEM OR 97302	VOUCHER DATE 4-21-83	TOTAL AMOUNT $67,227.27

CONTRACT NO. 9574	ESTIMATE NO. 1	APPROVED: D. 4 27-83 Designated Authority
PERIOD COVERED: TO 4-10-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________ (Name) CERTIFY THAT I AM ______________________ (Capacity)

FOR ______________________ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED, AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.	If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

HIGHWAY	C[illegible]Y STREET
FEDERAL AID PROJ. NO.	BROS20030
SECTION	AMAZON CR (DANEBO RD) BR

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION	LUMP SUM	10337.8300	100.000	10337.83	
002	1P TEMPORARY SIGNS	SQ FT	5.0000	151.500	757.50	
005	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1500.0000	10.000	150.00	
020	1P BRIDGE REMOVAL WORK	LUMP SUM	3000.0000	100.000	3000.00	
021	1P STRUCTURE EXCAVATION	CU YD	8.3300	60.000	499.80	
022	1P FURNISH PILE DRIVING EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00	
023	1P FURNISH PRESTRESSED CONCRETE PILING	LIN FT	18.7500	800.000	15000.00	
024	1P DRIVE PRESTRESSED CONCRETE PILES	LIN FT	1.6100	600.000	966.00	
	PRICE AGREEMENT ITEMS					
3002A	1P HOLES & SLOTS IN RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70	
	MATERIALS ON HAND					
7026	1P PRESTRESSED SLABS/ ASSEMBLY PARTS	EA	1324.2400	3.000	3972.72	
7027	1P PRESTRESSED SLABS/ ASSEMBLY PARTS	EA	1324.2400	3.000	3972.72	
7028	1P PRESTRESSED SLABS/ ASSEMBLY PARTS	EA	1324.2400	8.000	10593.92	
7030	1P THREE TUBE STEEL RAILS	LIN FT	53.0180	242.000	12830.36	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 04 21 83 PG. 01 9574	TOTAL CONTRACT ITEMS	70765.55	
PREVIOUS VOUCHER NO.	5 % RETAINED ON CONTRACT ITEMS	3,538.28	
CHECKED BY: PG/CSM	FORCE ACCOUNT		
ENGINEER OR AUDITOR E JONES	TOTAL PAYMENTS	67,227.27	

ENT VOUCHER

GHWAY DIVISION

LANE

HIG[illegible]AY C[illegible]Y STREET	FEDERAL AID PROJ BROS20030	NO.	1
SECTION AMAZON CR (DANEBO RD) BR			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TION		LUMP SUM	10337.8300	100.000	10337.83		10337.83
Y SIGNS		SQ FT	5.0000	151.500	757.50		757.50
OF STRUCTURES ANDOBSTRUCTIONS		LUMP SUM	1500.0000	10.000	150.00		150.00
EMOVAL WORK		LUMP SUM	3000.0000	100.000	3000.00		3000.00
E EXCAVATION		CU YD	8.3300	60.000	499.80		499.80
PILE DRIVING	EQUIPMENT	LUMP SUM	8600.0000	100.000	8600.00		8600.00
PRESTRESSED	CONCRETE PILING	LIN FT	18.7500	800.000	15000.00		15000.00
ESTRESSED	CONCRETE PILES	LIN FT	1.6100	600.000	966.00		966.00
AGREEMENT ITEMS							
SLOTS IN	RAIL BRACKETS	LUMP SUM	84.7000	100.000	84.70		84.70
ALS ON HAND							
SED SLABS/	ASSEMBLY PARTS	EA	1324.2400	3.000	3972.72		3972.72
SED SLABS/	ASSEMBLY PARTS	EA	1324.2400	3.000	3972.72		3972.72
SED SLABS/	ASSEMBLY PARTS	EA	1324.2400	8.000	10593.92		10593.92
BE STEEL RAILS		LIN FT	53.0180	242.000	12830.36		12830.36

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

			AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PG. 01 9574		TOTAL CONTRACT ITEMS	70765.55		70,765.55
	5	% RETAINED ON CONTRACT ITEMS	3,538.28		3,538.28
PG/CSM		FORCE ACCOUNT			
E JONES		TOTAL PAYMENTS	67,227.27		67,227.27

DELTA

DELTA CONSTRUCTION CO.

999 DIVISION AVENUE | EUGENE, OREGON 97404 | PHONE 688-2233

April 15, 1983

TO: Steve Pyles General Contractor, Inc.

FROM: Delta Construction Co.

SUBJECT: Amazon Creek (Danebo Road) Bridge
Eugene, Oregon
Contract No. 9574

Subcontract with Staton Construction Co.

Attached are four (4) copies of the subject subcontract only (without Special Provisions, etc. listed below). I certify that Staton Construction Co. is qualified to perform the work specified and request the consent of Steve Pyles General Contractor, Inc. and the Highway Division to this subcontract.

I also certify that the applicable documents checked below are physically attached to the original and duplicate original of the subcontract and are kept on file by Delta Construction Co. and Staton Construction Co.

(✓) PR 1273 - Required Contract Provisions
(✓) Affirmative Action Requirements for Women and Minorities
(✓) Completed Certification of Nondiscrimination in employment
( ) On-the-Job Training Special Provisions
(✓) Contract Minimum Wage Schedule
(✓) MBE Policy Statement

Delta Construction Co.

By: Owen Leo Robb Title: President

DELTA

DELTA CONSTRUCTION CO.

[illegible] DIVISION AVENUE | EUGENE, OREGON 97404 | PHONE [illegible]

RECEIVED
MAR - 4 1983

Date: February 14, 1983

To: Staton Construction Co.
29394-B Airport Road
Eugene Ore. 97404

Confirmation of quantities and prices as quoted.

To Delta Construction Co. for:

Job Number: 8302

Name: Amazon Creek (Danebo Rd.) Bridge

Location: same

Description:

6.	General Excavation	460 C.Y. @ $6.56	$3017.60
7.	Channel Excavation	445 C.Y. @ $5.25	$2336.25
10.	12-inch sewer pipe	56 L.F. @ $16.50	$ 924.00
11.	18-inch sewer pipe	158 L.F. @ $27.50	$4345.00
12.	t.v. inspection of sewer lines	211 L.F. @ $.70	$ 147.70
13.	concrete manholes	1 each @ $1100	$1100.00
15.	trash racks	7 each @ $ 110.00	$ 770.00
18.	sacked riprap	24C.Y. @ $150.00	$3600.00
19.	filter blanket	8 C.Y. @ $ 10.00	$ 80.00
1.	Mobilization	L.S.	$ 495.00
5.	Removal of structures and obstructions	L.S.	$ 150.00
	Flagman (if a pay item)	$22.00 per hour	

Please make all billings by Job Number.
Please sign and return attached copy

Delta Construction Co.
By: Bill Beck Bill Beck

By accepting this letter Staton Construction Co. agrees to honor all union agreements.

Please fill out and return the attached forms
CC-257 monthly
PR-1391 Annually
WH-347 Weekly

Claudia Staton
Claudia Staton

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

RECEIVED
FEB 7 [illegible]
PYLES & HOWARD
File No. ____________

MEMORANDUM

February 2, 1983

TO: Project File: Danebo Bridge-OSHD Contract 9574

FROM: Dave Reinhard, Resident Engineer

SUBJECT: PRECONSTRUCTION CONFERENCE

A preconstruction conference was held on the Danebo Bridge project, on January 25, 1983. The following is a summary of the major items that were covered.

A. Introductions

The individuals present representing the City, State, utilities, contractor, etc., introduced themselves. A copy of the attendance sheet is attached.

B. Communications and Designation of Supervisors

The key City personnel were introduced as follows: Dave Reinhard, Resident Engineer; Ivan Koehn, Chief Inspector; and Paul Anderson, Project Inspector.

The contractors' general superintendent will be Delmer Anderson, with Rick Olsen in responsible charge at the project site. Change orders can be signed by Delmer Anderson or Steve Pyles.

C. Work Schedule

The contractor submitted a preliminary work schedule indicating a desired start of February 3 or 4. The list of proposed subcontractors and materials suppliers was also submitted and discussed.

The traffic control plan as shown on the project plans was discussed. It was decided that lighted barricades at each end of the bridge site would be desirable and the city is to look into this. The city will also put out a news release prior to closure of the bridge, and notify affected parties on Danebo Avenue. The contractor is to place the detour signs at locations to be staked by the city.

The temporary erosion control portions of the special provisions were discussed, calling attention to the need to minimize any increase in turbidity in the channel during construction.

D. Utilities and Other Public Agencies

EWEB water: The 10-inch water line on the existing bridge will be salvaged by EWEB crews with prior notification by the contractor. The city is to provide authorization for relocation of the fire hydrant at the northwest corner of the bridge.

Telephone: The existing telephone facilities have been relocated as necessary and should not present any problems. The pole at the northwest corner of Danebo and 11th Avenue needs to be looked at after the City stakes the limits of the project in the field, to determine how much of a relocation will be necessary.

Gas: There was discussion as to whether the existing gas line could be left in place, or whether the pile driving would interfere with it. The city and state advised that a temporary line be constructed to avoid a potential problem.

In general, it was agreed that the city would stake the key features of the project within a few days, and that the utility companies could then determine from a site inspection what special measures they might need to take.

E. Contract Labor Provisions

The EEO requirements and requirements for submission of certified payrolls were discussed. The EEO officer on the project will be Delmer Anderson. The contractor will have a bulletin board at the job site, for displaying EEO posters which were submitted to the contractor at the conference.

F. Safety

Section 107.18 of the Special Provisions was discussed.

G. Time Adjustment and Claims

The process for submitting requests for contract time adjustment, claims, etc., was discussed. It was emphasised by Mr. Wilson of OSHD, and agreed to by the city and the contractor, that all parties involved should be able to work out any differences or disputes equably as they arise, and that there should be no need for any claims.

H. Contract Special Provisions and Contract Items

The list of "record samples" required by the state on certain items was discussed.

There was discussion of eliminating the shim shown on the plans between the pile caps and slabs. It was agreed that the contractor should be allowed to pursue this change at his option.

The contractor submitted a request that the retainage be deposited in an interest-bearing account, pursant to ORS 279.420. This request will be forwarded to the state. The contractor also submitted shop drawings for the bridge rails, for city approval.

DR:mm/Wa5

STEVE PYLES
GENERAL CONTRACTOR, INC.

January 25, 1983

City of Eugene
Public Works Department
Attention: Dave Reinhard
Resident Engineer
858 Pearl Street
Eugene, Oregon

Re: Amazon Creek (Danebo Road) Bridge
Contract #9574

Dear Dave,

We would like to request that the retainage held by the State of Oregon from our periodic draws on the above mentioned project be deposited in an interest-bearing account pursuant to ORS 279.420. This firm's Federal I.D. Number is 93-0772556.

Sincerely,

Delmer Anderson

NOTED
V.E. [illegible]

MAY 5 1983

NOTED
F. R. GRIFFIN

(503) 399-1596 P.O. Box 3041 Salem, OR 97302

First Interstate Bank
of Oregon, N.A.

CAPITOL CENTER BRANCH

DEPOSIT ACCOUNT STATEMENT
MARKET INTEREST
93-0772556

01

152 OSHD STEVE PYLES 9574
434 TRANS BLDG
SALEM OR 97310

DIRECT INQUIRIES TO
399-3711
P.O. BOX 13048
SALEM, OREGON 97309

For address correction or Taxpayer I.D. number change, please complete the form on the reverse.

ACCOUNT NUMBER	ENCLOSURES	PAGE
152*0 01424 9	0	1 OF 1

-- SUMMARY --

BEGINNING BALANCE AS OF APR 23, 1984				2,246.51
PLUS	0	DEPOSITS	.00	
PLUS		INT PAID 04/24 THRU 05/22	9.35	
MINUS	0	CHECKS	.00	
MINUS	0	OTHER DEDUCTIONS	.00	
MINUS		SERVICE CHARGE	.00	
ENDING BALANCE AS OF MAY 22, 1984				2,255.86

-- DEPOSIT DETAIL --

05-22	9.35 INTEREST

$2,246.51 ON 04-24 WAS THE LOWEST BALANCE IN YOUR ACCOUNT FOR THE STATEMENT PERIOD.

$2,246.51 WAS YOUR AVERAGE COLLECTED BALANCE FOR THE STATEMENT PERIOD.

5.250% WAS YOUR AVERAGE INTEREST RATE FOR THE STATEMENT PERIOD.

$48.92 IS YOUR INTEREST PAID YEAR-TO-DATE.

* * * * IMPORTANT NOTICE * * * *

WE APPROVE.
LOANS FROM FIRST INTERSTATE BANK.
WE ARE LENDING MONEY FOR ANY WORTHWHILE PURPOSE. AND WE HAVE MORE WAYS TO SAY YES TO YOU THAN ANY OTHER BANK. OUR INTEREST RATES ARE THE LOWEST THEY VE BEEN IN YEARS, AND WE WILL WORK TO FIND THE RIGHT TERMS FOR YOU. CALL OR VISIT YOUR BRANCH TODAY.

Bal. per bank	2255.86
Less int	255.86
✓ vou.	2000.00

* BREAK IN SEQUENCE

FOR LOST OR STOLEN BANCARD AND/OR VISA IN OREGON CALL 1-800-452-4623
OUTSIDE OREGON CALL 1-800-547-1298

STEV PYLES GENERAL CONTRACTOR, C.

General Contractor

SUBCONTRACT

THIS IS A CONTRACT between STEVE PYLES GENERAL CONTRACTOR, INC., an Oregon Corporation, hereinafter called the Contractor, and DELTA CONSTRUCTION COMPANY (an individual, a [✓ corporation], a partnership or joint venture) hereinafter called the Subcontractor, made this 24TH day of JANUARY, 1983.

1. Definitions and References: EI No# 93-0576941

Architect or Engineer: OREGON STATE HIGHWAY DIVISION

Contract between Owner and Contractor No. 9574,

OREGON STATE HIGHWAY DIVISION

SALEM, OREGON

(hereinafter called "Owner"), Dated NOVEMBER 23, 1982,

for construction of AMAZON CREEK (DANEBO RD.) BRIDGE

Project Location LANE COUNTY, OREGON

Contract Amount

FIFTY THOUSAND FIVE HUNDRED TWO AND 60/100-------Dollars

($ 50,502.60) subject to changes as set forth in

Paragraph 4.

2. The work to be done and the materials to be furnished by Subcontractor under this Contract consist of furnishing all labor, material, appliances, equipment, plant, insurance, taxes, and/or services of every kind and nature for the complete performance of the following sections of the General Contract as set forth on the following page(s) under "Scope of Work", to the satisfaction of Contractor and the Owner, all in accordance with the Contract Documents listed on the attached sheets, or in the Contract between Owner and Contractor, which are by this reference incorporated herein and made a part hereof:

SCOPE OF WORK

COMPLETE BID ITEMS AS PER ATTACHED BID SHEET BY LEE BABB 1-21-83.

ANY ALTERATIONS TO PROJECT PLANS AND SPECIFICATIONS MUST BE SUBMITTED BY WRITTEN CHANGE ORDER AND APPROVED BY THE CONTRACTOR AND OWNER PRIOR TO THE WORK BEING PERFORMED. PAYMENT FOR ANY CHANGE ORDERS WILL BE BASED ON UNIT PRICES.

DELTA
DELTA CONSTRUCTION CO.
999 DIVISION AVENUE | EUGENE, OREGON 97404 | PHONE 686-2233

RECEIVED
JAN 25 1983
PYLES & HOWARD
File No. ____________

January 21, 1983

Steve Pyle Co.
ATTN: Delmer Anderson
P.O. Box 3041
Salem, OR 97302

Bid for Amazon Creek Bridge on Danebo Road in Eugene, Oregon.

Item No.	Item	Unit Price (In Figures)	Total (In Figures)
1.	Mobilization	$Lump Sum	$ 400.00 ✓
5.	Removal of Structures & Obstructions	Lump Sum	200.00 ✓
6.	General Excavation	8.56 C.Y.	3,937.60 ✓
7.	Channel Excavation	6.00 C.Y.	2,670.00 ← check
8.	1"-0 Aggregate Base	6.49 Ton	9,864.80
9.	Class "B" or Class "C" Asphalt Concrete	31.00 Ton	15,810.00
10.	12-inch Sewer Pipe	17.75 L.F.	994.00
11.	18-inch Sewer Pipe	29.00 L.F.	4,582.00
12.	T.V. Inspection of Sewer Lines	.75 L.F.	158.25
13.	Concrete Manholes	1,200.00 each	1,200.00
14.	Curb Inlets	511.00 each	1,022.00
15.	Trash Racks	125.00 each	875.00
16.	7-inch Concrete Surfacing	16.33 sq.yard	244.95
17.	Concrete Curbs	12.00 L.F.	3,780.00
18.	Sacked Riprap	193.50 C.Y.	4,644.00
19.	Filter Blanket	15.00 C.Y.	120.00
			50,502.60

These bid items are bid on an all or nothing basis.

Thank you,

Lee Babb

Lee Babb, President

LB:tb

SCOPE OF WORK

Notwithstanding any provisions to the contrary, it is mutually agreed that the quantity of work may be adjusted upward or downward without change in unit price, and payment quantity shall be the same as that measured by the Owner's engineer for the payment of the contract.

With reference to paragraph 5K, outline of minimum insurance requirement is listed on the insert page.

It is mutually agreed that all statutes, reservations, regulations and requirements in connection with Federal Aid participation are made a part of this subcontract, along with the Portland Area Affirmative Action Plan.

Each Subcontractor shall attempt to make contact with potential minority business enterprise Subcontractors to affirmatively solicit their interest, capability, and prices for performing part of the work and shall document the results of such contacts.

Subcontractor agrees to be bound by and comply with the provisions contained in Federal Aid Requirement Contract Provisions Form PR-1273 revised Seeptember, 1975, of which a copy is enclosed, and is part of this agreement by reference. As to each of the provisions, each shall include and apply to Subcontractors and Suppliers.

Both trades to this agreement recognize that coordination of the work for the convenience of all trades is a prime consideration; therefore, this Subcontractor shall determine suitable unloading and storage areas by agreement with the Contractor's superintendent and shall supervise, direct and perform the unloading and installation of all its materials to least inconvenience all trades and not impede the orderly progress of the work.

Space is limited and employee parking shall be mutually arranged with the Project Superintendent.

Subcontract is responsible for clean-up and removal of all its rubbish and debris caused by subcontractors' operations and employees; and, if subcontractor fails in this after due notice, the Contractor will proceed with this work and charge the cost to Subcontractor's account. Supplement "A", attached, is made a part of this Agreement.

Because of the critical time period allowed for this project, the Subcontractor's attention is directed to paragraph 5B, Work Completion and Cooperation, wherein the subcontractor will be responsible for the performance of his work within the Construction Schedule.

It is the Subcontractor's responsibility to make timely notification to the Contractor of all details relative to its work which affect other subcontractors' work and to request from and/or submit these details to the Contractor within sufficient time to allow the other suppliers or subcontractors to perform their work within the Construction Schedule, and so not to impede the orderly progress of this Subcontractor's work.

we do not have any female or minority percentage in our work forse for this subcontract.

J.B.

IN WITNESS WHEREOF the parties hereto have executed this Subcontract on the date first above written.

DELTA CONSTRUCTION COMPANY

By: Alvin Lee Ball

STEVE PYLES GENERAL CONTRACTOR, INC.
Contractor

By: Steve

P.O. BOX 3041
SALEM, OREGON 97302

And the person so signing expressly declares and represents himself to be qualified and authorized to execute this Subcontract for Subcontractor.

999 DIVISION AVENUE
EUGENE, OREGON 97404
Phone: 688-2233

wings, specifications and addenda thereto, [illegible]
ect or Engineer, all of which instruments constitute the Contract be-
en Contractor and Owner and are referred to herein as Contract Docu-
nts. These Contract Documents are signed by the parties thereto or are
itified by the Architect or Engineer and so far as applicable to this
contract they are hereby made a part of it, and Subcontractor is bound
them and assumes to Contractor the obligations in them, express and
lied, which Contractor has toward Owner, and Contractor has against
tractor all rights therein, express and implied, which Owner has
Contractor, provided, however, that if any items of material, labor
vices are set out in Paragraph 2 hereof and are not mentioned in the
tract Documents, or if any work similar to that covered by this Con-
t is set forth in the Contract Documents and is not mentioned in Para-
ph 2 hereof, Subcontractor shall nevertheless be bound to furnish such
erial and perform such labor or services. In all other respects, if any
vision of this Contract conflicts with the plans and specifications or any
er provision of the Contract Documents, this Contract shall govern. If
part of the work provided for in this Contract, or if any work similar
hat covered by this Contract, is indicated in the drawings but not called
in the specifications, or vice versa, it shall be deemed a part of this
tract as if both indicated on the drawings and specified.

4. Contractor agrees to pay Subcontractor for the performance of his
eements herein the sum stated on page one, subject to deductions and
itions for changes agreed upon, and to make payments on account
eof in accordance with Paragraph 6 hereof. All taxes (including, but
limited to, occupational, privilege, license, excise, gross income, gross
ipts, payroll, documentary, sales or use taxes, or other taxes, licenses,
ees) and any and all sums required to be paid by Subcontractor by law,
eement or otherwise, that may be effective or applicable to this Sub-
ract, or any portion thereof, shall be paid by Subcontractor (who
es to indemnify and hold harmless Contractor from the same) and
be charged against Contractor. All such taxes and other sums shall be
ned to be included in the sum payable by Contractor to Subcontractor
pecified herein, and any such taxes and other sums that are collectible
payable by Subcontractor based upon work performed hereunder shall
listed separately in Subcontractor's progress billings under Paragraph
hereof.

5. Subcontractor shall:

(a) PERMITS AND REGULATIONS: Apply for and obtain, at his
cost and expense, all licenses and permits required for the work cov-
by this Subcontract and comply in every respect with all federal and
e laws and municipal codes, ordinances, and regulations relating to
work.

(b) WORK COMPLETION AND COOPERATION: Proceed with his
tion or portions of the work in such order as Contractor may direct.
shall cooperate with Contractor and all other Subcontractors in order
avoid any conflict and insure first class workmanship on the whole
Contractor's work. Subcontractor shall perform his work so that Con-
tor shall not be delayed in the completion of the entire project as re-
ed by the Contract with Owner.

Subcontractor shall start and complete work under this Subcontract
accordance with Progress Schedule prepared by Contractor. Should
contractor, for any reason, during the course of the job not be able to
t the schedules set out by Contractor, written notice and reason for
compliance must be given immediately to Contractor.

Subcontractor delays in performance of his work to the extent that
tor suffers liquidated or actual damages, Subcontractor shall be
sed its proportionate share of such damages, even though notice of
delay may have been given as stated above.

It is understood that Contractor does not assure Subcontractor either
Subcontractor shall be able to commence, prosecute or complete the
k at the time stated, or that the work of the entire project shall be
pleted at the date stated in the Contract.

(c) DELAYS AND EXTENSIONS OF TIME; EXTRA COSTS: Should
contractor be obstructed or delayed in the prosecution or completion
the work by the act, neglect, delay or default of Contractor, the Archi-
or Engineer or Owner, or by any damage which may happen by fire,
tning, earthquake or cyclone, or strikes or lockouts in the trade beyond
control of Subcontractor, then the time herein fixed for the completion
the work shall be extended for a period equivalent to the time lost by
son of any or all of the causes aforesaid; but no such extension shall
allowed unless a claim therefor is presented in writing to Contractor
hin forty-eight (48) hours of the occurrence of each such delay. No
ge shall be made by Subcontractor for storage of materials, tools and
ipment on the work, and no payment or compensation of any kind shall
made to Subcontractor for damages sustained by him because of hin-
nces or delays occurring prior to or at any time during the progress
the work from any cause whatever, unless the cause is due to changes
the owner and/or architect and the general contract provides for a
e adjustment, in which event Subcontractor shall participate to the
ent of Subcontractor's interest therein, if any, and to that extent only.

All requests for extensions of time (other than extensions under the
egoing paragraph) and extras (other than additional work under Para-
ph 7(l) below), shall be submitted to Contractor at times and in the
nner provided in the Contract Documents, for similar requests by Con-
tor upon Owner, but notice of claims for such extra costs shall be sub-
ted in writing prior to the commencement of any work in which such
ra cost is incurred.

(d) GUARANTEES: Use only materials, labor and workmanship which
of good quality, satisfactory to Contractor and conform to the require-
ts of the drawings and specifications, and be responsible for all war-
les and guarantees implied from or expressed in the Contract Docu-
ts so far as they pertain to Subcontractor's work.

Subcontractor shall repair and make good without cost to and at the
enience of Owner and Contractor any damage to or fault or failure of
construction or the work herein contracted to be performed or defec-
materials, plant or equipment furnished by Subcontractor hereunder
ch may occur or be discovered within one year (or such other period
ay be required by the Contract Documents or stipulated therein) after
l payment of the completed work as provided herein which results from
roper or defective construction or work done or materials, plant or
ment furnished by Subcontractor, the same to be certified by the
t or Engineer to be the result of one or more of these causes.

SAMPLES AND SHOP DRAWINGS: Furnish for the approval of
Architect or Engineer and/or Owner all such detailed drawings and/or
ples as may be required by Contractor and furnish all workmanship
materials in strict accordance with said approved samples.

(f) PROGRESS BILLINGS: Advise Contractor of the nature and
e of Subcontractor's work completed during any month by the 25th
of that month and shall include therein all work done or to be done
the last day of the month.

(g) PAYMENT FOR LABOR AND SUPPLIES: Promptly make pay-
t to all persons supplying Subcontractor with labor, materials and sup-
for the prosecution of the work or in connection therewith. Any such

(h) LIENS: Secure the immediate release and satisfaction of any claims or any mechanic's or other liens resulting from the performance hereof; and bear all expenses entailed in investigating, resisting or settling any such claims or liens and pay Contractor reasonable attorney's fees incurred by it in connection with any such claims or liens. If at any time there should be evidence of any claim or lien for which, if established, Contractor or the premises may become liable, Contractor shall have the right to retain out of any money then due or thereafter to become due to Subcontractor under this Contract an amount sufficient completely to indemnify it against any such lien or claim. If, following completion of this Contract and final payment of the contract price, any such lien or claim shall appear, Subcontractor will completely indemnify Contractor or Owner against any loss or damage which may be suffered by reason thereof.

(i) INDEMNITY: Pay, defend, indemnify, and save Contractor harmless from all claims, suits, actions and other proceedings (including costs, expenses and reasonable attorney fees incurred by Contractor or others in defending the same and all costs and expenses, including overhead and lost profit, incurred by Contractor as a result of such claims, suits, actions or other proceeding or as a result of any delays in the prosecution of the work caused thereby) of any character, nature or description made or brought for or on account of any injury, death, damage (physical or otherwise), or the violation of any federal, state, municipal law or ordinance, and any rules or regulations issued under any of the foregoing, allegedly or actually received, incurred, suffered, or sustained by any person, persons, firm, property, partnership, corporation or governmental entity, caused by or allegedly caused by or arising from any act or omission of Subcontractor, his suppliers, agents, subcontractors, and/or employees in or in any way connected with the performance of this Subcontract. Subcontractor shall indemnify Contractor from, and pay all costs, expenses and reasonable attorney fees incurred by Contractor in any dispute with, or claim of Subcontractor, arising from or related to this Subcontract, where Subcontractor does not prevail in any portion of such dispute or claim. Contractor may retain so much of the money due Subcontractor at any time as Contractor shall consider necessary until such suits, actions, disputes, proceedings, claims, costs and/or expenses, reasonable attorney fees and claims of Contractor against Subcontractor, if any, have been paid or settled. Further, in the case of any dispute between the Subcontractor and the Contractor, the Subcontractor shall be bound to Contractor to the same extent that Contractor is bound to the Owner by the terms of the general contract and by any and all decisions or determinations made thereunder. Any such sums so retained by Contractor shall not bear interest thereon in favor of Subcontractor.

(j) PROTECT WORK: Effectually secure and protect its work, material and equipment, and bear and be liable for all loss or damage of any kind which may happen to the work at any time prior to the final completion and acceptance thereof, and Contractor will not in any manner be answerable or responsible for any loss or damage that shall happen to the work of Subcontractor or any part thereof, or for any material, equipment or other things that may be employed therein or placed upon the grounds by Subcontractor, the latter being responsible therefor until the work has been fully completed and approved by Contractor and accepted by the Architect or Engineer and by Owner.

Protect Owner's, Contractor's and adjoining properties from any and all injury arising in connection with the performance of work under this Subcontract. Subcontractor shall make good any damage or injury so occurring, without any expense whatsoever to Contractor or Owner.

(k) LIABILITY AND COMPENSATION INSURANCE: Maintain at Subcontractor's expense during all operations hereunder adequate Workmen's Compensation Insurance or Employer's Liability Insurance in accordance with the laws of the state in which the work is being performed. He shall also maintain adequate Public Liability and Property Damage Insurance protecting Contractor and Subcontractor from all liability relating to all work hereunder, and shall furnish Contractor with certificate of such coverage from the insurance companies, and said insurance shall be in amounts, and with companies and provided by policies approved by Contractor.

(l) TEMPORARY OFFICES, REMOVAL OF RUBBISH, ETC.: Furnish all temporary offices, sheds and tool houses, equipment, power, water, temporary lights, hoisting, all scaffolding, ladders, decking, stagings, runways, etc., required in the execution of this Subcontract; and shall clean up and remove from the premises all debris caused under this Subcontract. Should Subcontractor fail to clean up and remove from the premises all debris made by this Subcontractor in the performance of this Subcontract, Contractor shall have the right to perform this work and back-charge same to the account of Subcontractor.

(m) CLAIMS: Be bound by any interpretation or construction of the Contract Documents or any decision on any claim arising out of the performance of the work (whether presented by Contractor on his own behalf or on behalf of Subcontractor) made by Owner, Architect or Engineer, other authorized individual, board or arbitration or any court or other tribunal, which binds Contractor or to which Contractor is otherwise subject, and Subcontractor shall be subject thereto to the same extent as Contractor. Contractor shall be under no obligation to take or prosecute any appeal from any such interpretation or construction of the Contract Documents or from any such decision on any such claim, and in the event any appeal is taken or pursued, Contractor may abandon the same, at any stage and on any terms which it considers proper and desirable, and Subcontractor shall in all cases be fully bound by the results thereof. In connection with the foregoing, Subcontractor shall pay a proportionate share of the costs, expenses and attorney fees incident thereto.

Subcontractor agrees, with respect to any claim, to first exhaust all remedies available under the General Contract through Contractor, including remedies available for breach of contract, prior to instituting any separate legal action in any court and, in any event, the Subcontractor agrees to be bound to the Contractor to the same extent that the Contractor is bound to the Owner by the final decision of the parties or entities set forth above, whether or not Subcontractor is a party to such proceedings. In any such proceedings, Subcontractor agrees to furnish all documents, statements, witnesses and other information required by Contractor and to reimburse Contractor for all expenses and costs incurred in connection therewith, including reasonable attorney fees. It is expressly understood that any and all materials and services furnished, or agreed to be furnished by Subcontractor and as to any and all damages, whether direct or indirect, if any, incurred on the Contract project, Contractor shall be liable to Subcontractor in the same amount and to the same extent Owner is liable to Contractor, but never any greater amount or to any greater extent than the Owner is liable to the Contractor. If at any time any controversy, claim or dispute, should arise between the Contractor and Subcontractor with respect to any matter involved in the Subcontract or construction project which controversy is not controlled or determined by this paragraph five (m), or other provisions of this Subcontract, then the decision of the Contractor with respect thereto shall be final and the Subcontractor shall be bound thereby. No dispute or claim shall interfere with the orderly progress of the work and Subcontractor shall proceed therewith as directed. Any unresolved controversy or dispute between the Contractor and the Subconnce with the Construction Industry Arbitrat[illegible] Rules of the American rbitration Association or, at the Contractor's el[illegible]n, under the procedures stablished by the Uniform Arbitration Act of the State of Oregon and the ecision of either tribunal shall be final and conclusive in the parties. The iling of a demand for arbitration to the American Arbitration Association y the Contractor shall be grounds for dismissal of any legal proceedings elating to any claims, disputes or controversy provided such demand for elating to any claims, disputes or controversy within sixty (60) days of the commence- ration is made by Contractor within sixty (60) days of the commence- of any such legal proceedings.

(n) ASSIGNMENTS: Not sublet or assign this Subcontract or any nonies due or payable or to become due or payable hereunder (whether ased upon work completed or otherwise) without the written consent of ontractor.

(o) FINAL ACCOUNTING: Present, at the time of final settlement, writing a full, detailed and itemized statement of his claims and ac- unts, whether claimed under this Contract or otherwise, and all mat- rs and facts not presented in such statement shall be considered waived Subcontractor and shall not be asserted or brought in issue at a later te by Subcontractor.

(p) Furnish Contractor with a 100% performance and payment bond an amount equal to the Subcontract price. The bond shall be completed n the form supplied by Contractor. Subcontractor shall not start work on is project until the bond has been delivered to Contractor. The bonds ust be with a company acceptable to Contractor, and are to be paid for Subcontractor.

6. Contractor shall:

Pay Subcontractor, upon the basis of certificates issued by the rchitect or Engineer, the amount allowed to Contractor on account of ibcontractor's work to the extent of Subcontractor's interest therein, less retained percentage of 10%. All such payments shall be applied against e sum stated in Paragraph 1, and shall be paid within ten (10) days after ceipt by Contractor of payment from Owner. Retentions withheld under is Contract shall be paid to Subcontractor within ten (10) days after the ime Contract has been completely performed and approved and accepted Owner and final payment from Owner has been received by Contractor, rovided that Subcontractor has filed with Contractor an affidavit, properly epared and executed, certifying that no unpaid claims exist for labor id materials used on the project or other obligations incurred by Sub- ntractor in the performance of this agreement, together with a Lien aiver in the form attached hereto.

Whenever the same is required by Contractor, Subcontractor shall fur- sh substantiating vouchers in connection with all payments made under is Contract, and prior to any such payment furnish Contractor with a orn statement that all bills for labor, materials and Subcontractor's ibcontracts incurred in connection with the work for which payment is quested have been paid in full, or (when partial payments only have en made by Subcontractor thereon), all amounts then unpaid on the me.

Further, it is mutually agreed that if this Subcontractor is terminated r any other reason, Subcontractor will not be entitled to payment for any ork performed unless and until and only if and to the extent, Contractor as actually received such sums from Owner on account of Subcontractor.

7. Contractor and Subcontractor agree:

(a) ACCEPTANCE OF WORK: No payment hereunder by Contrac- hall constitute or be considered evidence of acceptance of any im- r work or materials or a waiver of improper performance.

(b) DEFAULT AND TERMINATION: Should Subcontractor at any me refuse or neglect to supply a sufficient number or properly skilled orkmen or sufficient materials of the proper quality or fail in any re- ect to prosecute the work with promptness and diligence, or fail in the rformance of any of the agreement herein contained, Contractor shall at liberty to provide any such labor or materials and/or perform any ch agreements and to deduct the cost thereof from any money then due thereafter to become due to Subcontractor under this Contract, which oney may be retained by Contractor as security for such cost. If the Con- actor determines that Subcontractor is not performing any part of the bcontract work properly, the Contracter may terminate the right of the bcontractor to proceed with such part(s) of the work without terminat- g the entire Subcontract. The Contractor may exercise such right upon ing 48 hours' written notice to Subcontractor, whereupon the Contractor y, after the said 48 hour period, take whatever steps it may deem nec- sary to perform those parts of the work so terminated and the Contrac- r shall charge the cost thereof, together with all reasonable expenses, to bcontractor.

If Subcontractor shall be adjudged bankrupt or if he shall make a neral assignment for the benefit of his creditors or if a receiver shall appointed because of his insolvency or if Subcontractor at any time ail refuse or neglect to supply a sufficiency of skilled workmen or of aterials of proper quality, or shall fail in any respect to prosecute the ork with promptness, or cause by any action the stoppage of or inter- rence with the work of other trades on this project, or shall fail in the pinion of Contractor in the performance of any of the covenants herein ntained or become insolvent, Contractor, without prejudice to any other ght or remedy, at its option at any time after serving forty-eight (48) urs' written notice to that effect, mailed to Subcontractor's place of bus- ess, may terminate his Contract and enter into and take possession of id premises and work, materials, tools, appliances and equipment and rough itself or others provide labor, equipment and/or materials to osecute the work on such terms and conditions as in the sole opinion Contractor shall be deemed necessary and shall deduct the cost thereof om any money then due or thereafter to become due to Subcontractor der this Contract. If Contractor so terminates the employment of Sub- ntractor, Subcontractor shall not be entitled to any further payments der this Contract until the work covered by this Contract has been com- eted and accepted by the Architect or Engineer. In no event shall Sub- ntractor be entitled to more than the value of work executed and material ed in place at the time of such termination. If the sum of the total cost Contractor of completing said work plus payments previously made to bcontractor is greater than the contract price stated in Paragraph 1, bcontractor shall pay the difference to Contractor on demand to e extent that it exceeds the amount of withheld sums.

(c) CONTRACT CANCELLATION; WORK SUSPENSION: If the act between Owner and Contractor is cancelled in whole or in part y reason, this Subcontract may be cancelled by Contractor in whole in part without liability for damages of any kind and Contractor shall able to Subcontractor only for the reasonable value of Subcontractor's rk completed to the extent Contractor has received payment for said rk from Owner. If the work under the Contract between Owner and Con- r is suspended in whole or in part for any reason, Contractor shall be to Subcontractor, if at all, for only the latter's costs (without lia- for damages of any kind) arising out of such suspension, and only the extent Contractor has received payment therefor from Owner.

(d) CHANGES IN WORK: No extra work, alteration or deviation om the Contract shall be performed or allowed without the prior written nsent of Contractor, and no obligation, express or implied, is assumed Contractor respecting any such work without such written consent.

under existing — [illegible] — AFL — CIO — Labor Agreements. Should the Associated General C[illegible]ractors of America and the Building and Construction Trades Department, AFL-CIO, agree to a voluntary plan for the settlement of jurisdictional disputes the provisions and procedures of any such plan will become effective on the date of such agreement. (Copies of such Agreements and commitments are available upon request.) The Subcontractor shall conform with such Agreements and commitments, and any extensions, supplements, or amendments thereto.

(f) SUBCONTRACTOR'S STATUS: It is expressly understood and agreed that Subcontractor is in all respects an independent contractor and is not an agent or employee of Contractor. If the General Contract requires the Subcontractor to be approved by the Owner or its designated representative, then this agreement is conditioned upon receipt by the Contractor of said approval.

(g) PRIOR OFFERS AND AGREEMENTS: This Contract constitutes the entire agreement of the parties, and it supersedes all prior offers, proposals and negotiations. Neither party is relying upon any statement or representation not expressly set forth herein. Any modification, change or addition to this Contract must be in writing and signed by Contractor and Subcontractor.

(h) CONTRACTOR'S RIGHT TO EXPEDITE: Procurement of all materials called for shall be started at once. If the materials herein called for be not delivered promptly, thereby causing or threatening to cause delay in the general progress of the work, Contractor shall have the right to investigate the cause of said delay and expedite all deliveries, and all expenses thus incurred by Contractor shall be charged to and paid by the said Subcontractor.

(i) ADDITIONAL WORK ON BASIS OF COST OF LABOR AND MATERIAL: Should Contractor, during the life of this Contract, require Subcontractor to perform any additional work at the project upon the basis of the cost of labor and materials, Subcontractor agrees to and shall execute such extra work, upon receipt of written order therefor, in conformity with all provisions of this Contract and Contractor will pay Subcontractor therefor:

(1)—The actual net cost to Subcontractor of labor in accordance with the established Union rates;

(2)—The actual cost to Subcontractor of all materials, less all savings, discounts, drawbacks, etc.;

(3)—The premiums Subcontractor has to pay for liability and compensation insurance on labor; said premiums to be based on the lowest rates obtainable in a company or companies acceptable to Contractor. Subcontractor shall, if required, furnish Contractor with copies of said insurance policies;

(4)—State Taxes for Unemployment Insurance and Federal Social Security Taxes;

(5)—An allowance of fifteen (15%) percent for overhead and profit on Items No. 1, No. 2, No. 3 and No. 4.

In the event that Subcontractor performs any additional work upon the basis of labor and materials as hereinbefore set forth, it agrees to and shall furnish each day to the representative of Contractor duplicate payroll sheets, material tickets and slips for other miscellaneous charges, retaining copy of each and securing the signature of Contractor's representative thereon; such signed slips shall accompany all bills and vouchers presented with application for payment.

Should Subcontractor be permitted and/or required to sublet, on a time and material basis, any portion or all of the labor and/or material involved by such additional work, the total cost to Subcontractor of such work (including overhead and profit of subcontractor of this Subcontractor) shall be subject to the check and approval of Contractor. To said total cost to Subcontractor, as approved by Contractor, shall be added the sum of ten (10%) percent to cover Subcontractor's overhead and profit.

(j) This agreement shall bind the successors, assigns and personal representatives of the parties hereto.

(k) NONDISCRIMINATION CLAUSES: During the performance of this Contract, the Subcontractor agrees as follows:

(1) The Subcontractor will not discriminate against any employee or applicant for employment because of race, creed, sex, age, color, or national origin. The Subcontractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, sex, age, color or national origin. Such action shall include but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Subcontractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this non-discrimination clause.

(2) The Subcontractor will, in all solicitations or advertisements for employees placed by or on behalf of the Subcontractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, sex, age, color, or national origin.

(3) The Subcontractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the Subcontractor's commitments under Section 202 of Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The Subcontractor will comply with all provisions of Executive Order No. 11246 of September, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(5) The Subcontractor will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the Subcontractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or order, this contract may be cancelled, terminated or suspended in whole or in part and the Contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies involved as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The Subcontractor will include the provisions of Paragraphs (1) through (7) in every Subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each Subcontracter or vendor. The Subcontractor will take such action with respect to any Subcontract or purchase order as the contracting agency may direct as a means of en-

cing such provisions including sanctions [illegible] ncompliance: Provided, owever, that in the event the Contractor becom[illegible] involved in, or is threat- ned with, litigation with a subcontractor or vendor as a result of such irection by the contracting agency, the Contractor may request the United tates to enter into such litigation to protect the interests of the United tates.

(l) SAFETY AND HEALTH ACT: The Subcontractor shall comply ery respect with the Williams-Steiger Occupational Safety and Health 1970 and all rules and regulations now or hereafter in effect under Act, and the Subcontractor further agrees to comply with any and ll applicable state laws and regulations pertaining to job safety and health.

The Subcontractor shall protect and keep Owner and General Con- actor (including their agents and employees) free and harmless from ny and all liability, public or private, penalties, contractual or other- ise, losses, damages, costs, attorneys' fees, expenses, causes of action, laims of judgments resulting from a claimed violation of the Williams- teiger Occupational Safety and Health Act of 1970 or any rule or regula- ion promulgated thereunder or of any state laws or regulations pertain- ng to job safety and health arising out of or in any way connected with e performance of work or work to be performed under this Subcontract. ubcontractor shall indemnify Owner and General Contractor from any uch claims, penalties, suits or actions, public or private, administrative r judicial, including attorneys' fees paid or incurred by or on behalf of e Owner and/or the General Contractor, jointly and severally, and/or eir agents and employees.

Subcontractor further agrees in the event of a claimed violation of ny federal or state safety and health law or regulation arising out of or n any way connected with the performance of work or work to be per- ormed under this Subcontract, the Owner and/or General Contractor may mmediately take whatever action is deemed necessary by Owner and/or eneral Contractor to remedy the claimed violation. Any and all costs or xpenses paid or incurred by Owner and/or General Contractor in taking uch action shall be borne by Subcontractor, and Subcontractor agrees to rotect, hold harmless, and indemnify Owner and/or General Contractor gainst any and all such costs or expenses.

8. Notices:

Whenever not[illegible] in writing may be given to Subcontractor by Contractor as herein provided, or otherwise, such notice may be mailed to the last known address of Subcontractor.

9. Article Headings:

Article headings used in this agreement are inserted only as a matter of convenience and for reference, and they in no way define, limit or describe the scope or intent of this agreement, nor do they in any way affect this agreement.

10. Severability:

If any provision of this Subcontract, or any part thereof shall at any time be held to be invalid in whole or in part under any applicable federal or state law, ruling or regulation, then such provision shall remain in effect only to the extent permitted, and the remaining provisions hereof shall remain in full force and effect.

11. Nonwaiver:

Waiver by Contractor of any breach of any provision of this Subcontract by Subcontractor shall not constitute a waiver of any other or future breach of the same or any other provision hereof.

12. Actions and Proceedings:

This Subcontract shall be construed under the laws of the State of Oregon. No action or proceeding shall be instituted by Subcontractor against Contractor upon any claim arising out of or relating to this Subcontract or the breach thereof, unless such action or proceeding shall be commenced within one year after the date of acceptance of the work under the contract between Contractor and Owner. Subcontractor agrees that any such action or proceeding shall not be commenced in any courts other than those in the County of Multnomah, and State of Oregon.

13. Attachments and Riders:

Annexed hereto and initialed by the parties and by this reference made a part of this agreement are riders designated as ____________

____

MEMORANDUM

320-1915

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

1-12-83

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE: Oregon

PROGRAM APPROVED:

FEDERAL AID PROJECT NO.: BROS-2003(3)

VOUCHER PERIOD From: 12-21-81 To: 10-24-82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$4,984.58	$4,984.58	80%	$3,987.66	$3,987.66	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		Controller 1/12/83

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	Amazon Creek (Danebo Street) Section City Street in Lane County					
	Preliminary Engineering Type Code P.E.					
	State	All	Required		$4,984.58	
	Total Participating Preliminary Engineering				$4,984.58	
	Prepared based on Participating Costs as shown on Federal Billing as of 1/13/82.					
	AMOUNT CARRIED FORWARD					

FHWA BILLING VOUCHER

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
317-1925 1# RRS -3625-001 APPR-138	235.43	261.59	261.59	90.00	235.43	235.43		
317-1927 1 M -3650-001 APPR-W32	46,624.00	56,359.92	56,000.27	88.15	49,364.24	46,624.00	2,740.24 B	
318-1936 1# RRS -2221-002 APPR-138	2,283.58	2,563.99	2,537.31	90.00	2,283.58	2,283.58		
318-1959 1# RRS -2250-001 APPR-138	58.68	65.20	65.20	90.00	58.68	58.68		
318-1963 1# BROS-1801-001 APPR-117	8,701.54	10,876.93	10,876.93	80.00	8,701.54	8,701.54		
320-1901 1 RRP -000S-041 APPR-139	1,800.00	648.66	648.66	90.00	583.79	583.79		
320-1902 1 PMS -000S-106 APPR-140	5,200.00	3,014.89	3,014.89	100.00	3,014.89	3,014.89		
320-1903 1 RRP -000S-043 APPR-139	1,800.00	234.72	234.72	90.00	211.25	211.25		
320-1914 1 TOR -1007-002 APPR-780	140,000.00	76,370.38	76,370.38	100.00	76,370.38	76,370.38		
320-1915 1# BROS-2003-003 APPR-117	3,987.66	4,993.58	4,984.58	80.00	3,987.66	3,987.66		
320-1917 1 RRS -1075-001 APPR-138	675.00	975.13	975.13	90.00	877.62	675.00	202.62 B	
320-1925 1# RRS -6420-001 APPR-138	71.76	79.73	79.73	90.00	71.76	71.76		
320-1926 1# RRS -1265-001 APPR-138	1,854.15	2,060.17	2,060.17	90.00	1,854.15	1,854.15		
320-1927 1# PMS -000S-072 APPR-140	157.73	157.73	157.73	100.00	157.73	157.73		
320-1932 1# SOS -2002-001 APPR-680	9,340.71	10,890.42	10,890.42	85.77	9,340.71	9,340.71		
320-1935 1# SOS -2001-001 APPR-680	6,600.00	8,502.62	7,695.00	85.77	6,600.00	6,600.00		
320-1936 1 RRS -1255-001 APPR-138	1,800.00	667.38	525.09	90.00	472.58	472.58		
320-1937 1# RRS -1075-002 APPR-138		56.10		90.00				
320-1946 1 RRP -1355-001 APPR-139	1,800.00	6,758.57	6,758.57	90.00	6,082.71	1,800.00	4,282.71 B	
320-1947 1 M -0000-012 APPR-W32	59,309.00	53,579.45	53,579.45	88.15	47,230.29	47,230.29		
320-1949 1# M -1145-001 APPR-W32	17,887.67	23,470.20	23,450.01	76.28	17,887.67	17,887.67		
320-1951 1# M -1140-001 APPR-W32	75,781.72	86,330.35	85,969.05	88.15	75,781.72	75,781.72		
320-1957 1 RRP -000S-030 APPR-139	1,800.00	260.41	260.41	90.00	234.37	234.37		
320-1962 1 M -000C-014 APPR-W32	154,262.00	45,863.13	45,863.13	88.15	40,428.35	21,189.55		19,238.80
9								
320-1962 PREFIX TOTALS	154,262.00	45,863.13	45,863.13		40,428.35	21,189.55		19,238.80

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         FEBRUARY 1983        PAGE  791
                                                                                       FISCAL          GRAND TOTAL
    DESCRIPTION                      PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE         TO DATE

                                                                                                                     STATE
 METRO CARPOOL PGM(EUGENE)      CONT NO       FA PROJ NOS TOR 1007002 100
                                    320    1914     296     00 N 9                     56,847.00CR       56,864.75CR
                                    320    1914     298     00 N 9                     56,847.00         56,864.75
                                    320    1914     901     00 P 1                        151.74            151.74
                                    320    1914     903     00 P 1                     56,695.99         56,695.99
                                    320    1914     920     00 P 1                                           17.02
                                                    TOT        P1                      56,847.73         56,864.75
                                             ** JOB TOTALS **                **        56,847.73  **     56,864.75  **

                                                                                                                     STATE
 AMAZON CR(DANEBO ST)BRIDGE     CONT NO     * FA PROJ NOS BROS2003003 100
                                    320    1915     295     00 N 9      1,009.52        1,009.52          1,009.52
                                    320    1915     296     00 N 9      1,009.52CR      4,706.16CR        4,997.18CR
                                    320    1915     298     00 N 9                      3,696.64          3,987.66
                                    320    1915     901     00 P 1                        237.90            237.90
                                    320    1915     905     00 P 1          4.50        1,392.58          1,392.58
                                    320    1915     905     00 N 1          4.50CR          9.00              9.00
                                    320    1915     906     00 P 1                      1,208.41          1,208.41
                                    320    1915     911     00 P 1                                          137.16
                                    320    1915     918     00 P 1                                          131.46
                                    320    1915     920     00 P 1                                           62.24
                                    320    1915     921     00 P 1                      1,527.64          1,527.64
                                    320    1915     922     00 P 1                         31.37             31.37
                                    320    1915     923     00 P 1                         69.47             87.34
                                    320    1915     932     00 P 1                         42.44             42.44
                                    320    1915     933     00 P 1                        126.04            126.04
                                                    TOT        P1           4.50        4,635.85          4,984.58
                                                    TOT        N1           4.50CR          9.00              9.00
                                             ** JOB TOTALS **                **         4,644.85  **      4,993.58  **

                                                                                                                     STATE
 BNRR XING @ GARFIELD, EUGENE   CONT NO       FA PROJ NOS RRS 1075001 100
                                    320    1917     296     00 N 9                                          675.00CR
                                    320    1917     298     00 N 9                                          675.00
                                    320    1917     901     00 P 1                                          875.34
                                    320    1917     905     00 P 1                                           85.15
                                    320    1917     920     00 P 1                                           14.64
                                                    TOT        P1                                           975.13
                                             ** JOB TOTALS **                **                   **        975.13  **

                                                                                                                     STATE
 SPRRXING @ S 6TH, COT GROV     CONT NO     * FA PROJ NOS RRS 6420001 100
                                    320    1925     296     00 N 9                                           71.76CR
                                    320    1925     298     00 N 9                                           71.76
                                    320    1925     905     00 P 1                                           76.67
                                    320    1925     921     00 P 1                                            3.06
                                                    TOT        P1                                            79.73
                                             ** JOB TOTALS **                **                   **         79.73  **
```

ADMINISTRATIVE SERVICES DEPARTMENT • 777 PEARL ST. • EUGENE, OREGON 97401
FINANCIAL SERVICES

December 1, 1982

D. E. Swan, Operation Programming Engineer
Dept. of Transportation, Hwy Division
Transportation Building
Salem, Oregon 97310

Re: Amazon Creek (Danebo Road) Bridge Replacement Project

The City of Eugene is choosing Option #3 of depositing funds in the Local Government Investment Pool for making the advance deposit to the Danebo Bridge Replacement Project.

I transferred $39,940 to Pool #4367 on November 29, 1982 to be drawn down by the State of Oregon.

I am enclosing a copy of the Limited Power of Attorney.

Mavis R. Adams

Mavis R. Adams
Investment Officer

Enclosure

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The City of Eugene hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The City of Eugene has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $39,940.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with
Project Name

Amazon Creek (Danebo Rd.) Bridge replacement project

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Warren Wong, Finance Director
Local Government Unit

this 22nd day of November, 1982 by a vote of the majority of a quorum of its governing body.

John [illegible]
Warren A Wong
Mavis K Adams
David W [illegible]

Form No. 734-1812(2-80)

November 19, 1982

Bert Teitzel, City Engineer
City of Eugene
858 Pearl Street
Eugene, Oregon 97401

Dear Mr. Teitzel:

On November 18, 1982 we received a satisfactory bid from Steve Pyles, General Contractor, Inc., P.O. Box 3041, Salem, Oregon 97302 for the Amazon Creek (Danebo Rd.) Bridge replacement project.

As described in our Agreement No. 7482, we anticipate the financial sharing of the project costs will be:

Contractor's Bid	$182,390.44
Anticipated Additional Item:	
Temporary Erosion Control	100.00
SUBTOTAL	$182,490.44
Contingencies (4 1/2%)	8,212.07
Engineering (5%) by City not included in basis for City share	0.00
Basis for City share of constr. cost	$190,702.51
Estimated cost of P.E. by State	9,000.00
Basis for computation of City share	$199,702.51

CITY SHARE & ADVANCE DEPOSIT:
(20% of $199,702.51) = $39,940

We will award the contract when we receive your advance deposit in the amount of $39,940, which should arrive not later than December 10, 1982. You may use one of the three options for payment described in the attachment.

Very truly yours,

[illegible], P.E.
Program Control Engineer

Rec'd 39940
LGIP #4367
11-30-82
KF Hunsby
awarded today
12-6-82

KCH:pt
Attachment

bcc w/AD # 82-96: Jack Ayres, Region 3
Vern [illegible] (5x00) - Please return completed AD # 82-96
(when advance deposit is received.

9574 B

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2003(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20025

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 1 '82
REFER TO [illegible]
FOR

Orig to
11/2

7. DATE AUTHORIZATION EFFECTIVE 10/25/82

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Amazon Creek (Danebo Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

one structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 10/7/82 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $291,900 Federal Funds $233,520 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 10/20/82 that provisions of FHPM 7-5-1 have been complied with.

14. DATE 10/25/82

15. SIGNATURE OF APPROVING OFFICIAL G. R. Howe

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7577 Rm.

Section	AMAZON CR ([illegible]ERA RD) BRIDGE	Programming Estimate	$ 291,000
Highway	CITY STREET	Project Length	
County	LANE 10-11-[illegible]	Completion Time	195 Cal. Days
Kind of Work	GRADE, PAVE, STRUCTURE	Est. Comp. Date	
Prefix	320-1915	Letting Date	
		Project No.	BROS-2003(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 257,180^{50}

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control ✓	100	
State Furnished		
Roadside Seeding & Mulching		$ 100
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		

Subtotal	$ 257,280^{50}	
Contingencies (4-1/2%)	11,577^{62}	
Engineering (~~5~~, 9, ~~10%~~)	23,155^{25}	
~~Subtotal~~	$	
~~Grade[illegible]~~		
Estimated Net Authorization, Construction	$ 292,013^{37}	268860
P.E. Work By State		9000
		277,860
		20%
Est. City Share		$ 55,570

APPROVED

Cy to Jack Ayres
10-18-82

Road Design Engineer

Rev. 11/

OREGON DEPARTMENT OF TRANSPORTATION

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE **HIGHWAY DIVISION**

Section: Amazon Cr (Danebo Rd) Bridge			County:		Sheet 1 of 2	
Kind of Work:			Length:	Date:	Name: Day	

COST ANALYSIS UNIT. 2-16-85
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING Subject to review when letting date is set.

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	19,000
	Temporary Signs		SqFt	100	6^{00}	600
	Temporary Barricades		Each	2	100^{00}	200
	Flagmen		Hr.	20	22^{00}	440
	ROADWORK					
	Removal of Structures and Obstructions		All	All	–	7000^{00}
	General Excavation		CuYd	460	7^{00}	3220
	Channel Excavation		CuYd	445	10^{00}	4450
	1"-0 Aggregate Base		Ton	1520	10^{50}	15960
	Class "B" or Class "C" Asphalt Concrete		Ton	510	35^{50}	18,105 –
	12-inch Sewer Pipe		LinFt	56	20^{00}	1120
	18-inch Sewer Pipe		LinFt	158	18^{00}	2844
	TV Inspection of Sewer Lines		LinFt	211	1^{00}	211
	Concrete Manholes		Each	1	1800^{00}	1800
	Curb Inlets		Each	2	600^{00}	1200
	Trash Racks		Each	7	200^{00}	1400

734-1736 (8-81)

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date
ection Amazon
County
ind Of Work
Length
Name

Item	Code	Unit	Quant.	Unit Cost	Total
7-inch Concrete Surfacing		Sq Yd	15	38^{00}	570
Concrete Curbs		Lin Ft	315	7^{00}	2205
Sacked Riprap		Cu Yd	24	12^{00}	288
Filter Blanket		Cu Yd	8	20^{00}	160
Structure					
Bridge Removal work		All	All		12000
Structure Excavation		Cu Yd	60	17-	1020
Furnish Pile Driving Equipment		All	All		12000
Furnish Prestressed Concrete Piling		Lin Ft	800	15-	12000
Drive Prestressed Concrete Piles		Lin Ft	620	3	1860
Structural Concrete, Class 3300 (100 yd^3 230)		All	All		23,000
4'x 25'/30' Prestressed Slabs		Each	14	1700	23,800
4'x 35'/40' Prestressed Slabs		Each	14	2300	37,200
4'x 40'/45' Prestressed Slabs		Each	14	2800	39,200
Reinforcement (10,100 lb @ 0^{50})		All	All		5050
Three Tube Steel Railing		Lin Ft	242	50	12,100
3-inch PVC Pipe		Lin Ft	130	3	390
4-inch PVC Pipe		Lin Ft	260	4^{20}	1092
5-inch PVC Pipe		Lin Ft	130	5^{35}	695^{50}

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: October 7, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20025
Project No. BROS-2003(4)
Amazon Creek (Danebo Rd.) Bridge Sec.
Lane County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on November 18, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $291,900 with an obligation of $233,520 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bks
Attachment

cc: Alfred Shirley, Jr. (Region 5)
Ken Husby w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

September 30, 1982

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Street, Danebo St. (Eugene) 21 66	ADT	PRESENT 670 DHV 100	FUTURE ---- (68) (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO.	SURV. AGCY	DA CLASSIF.	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) BROS- 14 23	NUMBER 2003 7

CARD

CLASS OF FEDERAL FUNDS: Bridge Replacement (15% Off-System)

COUNTY NAME: Lane

NAME OF URBAN AREA (17-31): Eugene

ROUTE NO. — FEDERAL-AID: Non (32) — STATE: Street (36) (37) — U.S.: ---

CARD 3	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS City
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Br. No. Old --- 40042 New --- 16617					
5					**ROW**							
5					**CONST** (CODE) X080		"Amazon Cr. (Danebo Road) Bridge Sec."	0.111	291,900	233,520	----	58,380
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS	0.111	291,900	233,520	----	58,380
1	14	PROGRAM APPROVAL DATES 12-11-81							(16) (23)	(24) (33)		

REMARKS

Additional Data: Item No.
No. BROS-

3201915

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

September 30, 1982

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

OJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPM CODE	ITEM NO.
Street, Danebo St. (Eugene)		670 DHV 100	----	---	10	Oregon	41	117	20025

ED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SURV. AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
e								BROS-	2003 (4)			

CS Bridge Replacement (15% Off-System)

Eugene

COUNTY NAME Lane

CODE 039

ROUTE NO. FEDERAL-AID Non STATE Street U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
E		Br. No. Old --- 40042 New --- 16617						
ROW								
ONST (CODE) X080		"Amazon Cr. (Danebo Road) Bridge Sec."	0.111	291,900	233,520	----	58,380	
JLG		PROJECT TOTALS	0.111	291,900	233,520	----	58,380	

ROVAL DATES 12-11-81

REMARKS
Additional Data: Item No. 20025; Project No. BROS-2003(3).

-over

USCOMM DUSCOMM-DC 48905-PC

Project Data: The project consists of 1) construct on existing alignment a prestressed slab span bridge (No. 16617) 104 feet long with horizontal clearance of 46 feet and 5-foot walks each side; 2) remove existing structure; 3) construct approach roadways as required; 4) place riprap as directed; 5) adjust utilities as necessary; 6) incidental work common to this type of project.

Maintenance and Accommodation of Utilities: A State-City agreement No. 7482 complying with Section 116, Title 23 USC and paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed October 2, 1981.

Note: 1) Project is in Congressional District No. 4.
2) Construction engineering to be by City forces with review by State.
3) Existing structure has a sufficiency rating of 42.6.
4) Included in FY '82 AP in 6 Yr. HIP on page 73.

Bm.

Section AMAZON CR (B[illegible]EBO RD) BRIDGE Programm[illegible]; Estimate $ 291,000

Highway CITY STREET Project Length

County LANE Completion Time 195 Cal. Days

Kind of Work GRADE, PAVE, STRUCTURE Est. Comp. Date

Prefix J20-1915 Letting Date Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . . $ 257,040.50

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control . . . . ✓	100	
State Furnished ______		
Roadside Seeding & Mulching		$ 100
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______		
______		

Subtotal $ 257,140.50

Contingencies (4-1/2%) 11,571.32

Engineering (~~8,~~ 9, ~~10~~%) 23,142.65

~~Subtotal~~ $

~~Credit for~~ ______ . . . .

Estimated Net Authorization, Construction . . . .$ 291,854.47

APPROVED

Road Design Engineer

cc Jack Ayres 9-21-82

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section [illegible]	County	Sheet 1 of 2	
Kind of Work	Length	Date	Name Lay

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization COST ANALYSIS UNIT. [illegible] THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING Subject to revision when letting date is set		All	All	(8%)	19,000
	Temporary Signs		Sq Ft	100	6^{00}	600
	Temporary Barricades		Each	2	100^{00}	200
	Flagmen		Hr.	20	22^{00}	440
	ROADWORK					
	Removal of Structures and Obstructions		All	All	–	7000^{00}
	General Excavation		Cu Yd	460	7^{00}	3220
	Channel Excavation		Cu Yd	445	10^{00}	4450
	1"-0 Aggregate Base		Ton	15	10^{00}	150
	3/4"-0 Aggregate Base, 1 inch Thick		Sq Yd	135	1^{00}	135
	1"-0 Aggregate Base, 6 inches Thick		Sq Yd	30	3^{50}	105
	1"-0 Aggregate Base, 12 inches Thick		Sq Yd	975	7^{00}	6825
	1"-0 Aggregate Base, 16 inches Thick		Sq Yd	925	7^{50}	8787^{50}
	Class "B" Asphalt Concrete, 2 inches Thick		Sq Yd	825	4^{00}	3300
	Class "B" Asphalt Concrete, 3 inches Thick		Sq Yd	715	5^{50}	3932^{50}
	Class "C" Asphalt Concrete, 2 inches Thick		Sq Yd	[illegible]	4^{00}	[illegible]
	Class "C" Asphalt Concrete, 3 inches Thick		Sq Yd	30	5^{50}	165
	12-inch [illegible] Pipe		Lin Ft	56	20^{00}	1120
	[illegible]		Lin Ft	15[illegible]	18^{00}	25[illegible]
	TV Inspection of Sewer Lines		Lin Ft	211	1^{00}	211
	Concrete [illegible] Pipe		Each	1	1800^{00}	1800
	Curb Inlets		Each	2	600^{00}	1200
	Trash Racks		Each	7	200^{00}	1400

734-1736 (8-81)

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2

Date

County

Section Amazon

Name

Kind Of Work

Length

No	Item	Code	Unit	Quant.	Unit Cost	Total
	7-inch Concrete Surfacing		SqYd	15	29^{00}	435
	Concrete Curbs		LinFt	315	7^{00}	2205
	Sacked Riprap		CuYd	24	12^{00}	288
	Filter Blanket		CuYd	8	20^{00}	160
	Structure					
	Bridge Removal Work		All	All		12000
	Structure Excavation		CuYd	60	17–	1020
	Furnish Pile Driving Equipment		All	All		12,000
	Furnish Prestressed Concrete Piling		LinFt	800	15–	12000
	Drive Prestressed Concrete Piles		LinFt	620	3	1860
	Structural Concrete, Class 3300 (100 cu yd @ $230)		All	All		23,000
	4'x 25'/30' Prestressed Slabs		Each	14	1700	23,800
	4'x 35'/40' Prestressed Slabs		Each	14	2300	32,200
	4'x 40'/45' Prestressed Slabs		Each	14	2800	39,200
	Reinforcement (10,100 lb @ .50)		All	All		5050
	Three Tube Steel Railing		LinFt	242	50	12,100
	3-inch PVC Pipe		LinFt	130	3	390
	4-inch PVC Pipe		LinFt	260	4^{20}	1092
	5-inch PVC Pipe		"	130	5^{35}	695^{50}

Oregon State Highway Division   Highway # 2020
120 DOT Building   2020
Salem, Oregon 97310

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BRDS-200F(3) Prefix 320-[illegible]

Project Name Amazon Creek Br. #400-2 (Eugene
Danebo Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

[illegible]
JUL 30 1982

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The relocation and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 27th day of July, 1982

City of Eugene

Bert S. Teitzel, City Engineer

Certified By:

Regional Right-of-Way Supervisor
Date 7/29/82

Instructions: Complete A or B and C.

Eugene

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

July 9, 1982

Salem, Oregon 97310

FILE: DES 1

FROM: John T. Scofield
Surfacing Design Engineer

TO: Memo To The Files

SUBJECT: Surfacing Design - Amazon Creek (Danebo St.) Bridge on Danebo St. in Eugene.

The City of Eugene's Surfacing Design for this project has been reviewed and found to be suitable.

The city's Soil Value (R=5) and calculated Traffic Coefficient of 7.5 are okay.

Part of the surfacing is temporary and incorporates the existing roadbed.

JTS:tb

cc: FHWA
Location Engineer
✓Final Design Engineer
Region 3
Region Geologist
Designer

REFERRED TO

BY FINAL DESIGN ENG

9574 Eugene

ROAD DESIGN SECTION 378-6558 DES 16

Jack Ayres
Federal Aid Engineer

July 8, 1982

D. R. Adams
Final Design Engineer

Amazon Cr. (Danebo Rd.) Bridge Section
Danebo Road (Eugene)
Lane County

Returned is a copy of the subject plans on which are shown in red suggestions, questions and required revisions.

Required:

Temporary protection and direction of traffic must be either shown on the plans or written in the specifications.

Title sheet requires signatures and title block revision as attached.

The base design is under study and we can revise it when returned.

Please have the originals revised accordingly and returned to us for further processing.

DNS:rlr
Attachments

cc: Norm Henry

RECEIVED
1982
ROAD DESIGN SECTION

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Amazon Creek (Danebo Street) Bridge Section

HIGHWAY NAME: Danebo Street (County Road #119)

HIGHWAY NUMBER

REGION III	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY Eugene

LENGTH: 100 Ft

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Eugene

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replacement of existing timber structure with concrete structure

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 670

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☒	☐	☐	☐	☐	☐
	PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer

Date 12/30/81

3 - FEATURES	EXIST NUMBER AND WIDTH	P OSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 11'
SHOULDERS	-0-	-0-
MEDIANS	-0-	-0-
PARKING LANES	-0-	-0-
SIDEWALKS	-0-	2 - 5.5'
BIKEWAYS	-0-	2 - 6'
INTERCHANGES	-0-	-0-
OTHER Turn Lane	-0-	1 - 12'

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River	☐	☒	☐
Stream Amazon Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.)			
Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☐	☒

Type Water, Gas, Tele & Electrical

4 - WORK ITEMS

		TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☒	☐	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☒	☐	☐

5 - DURATION TIMES (MONTHS)

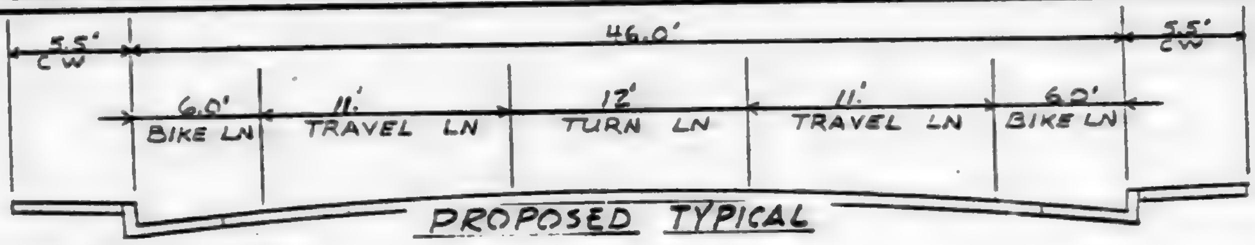
	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	2.3
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3.0

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

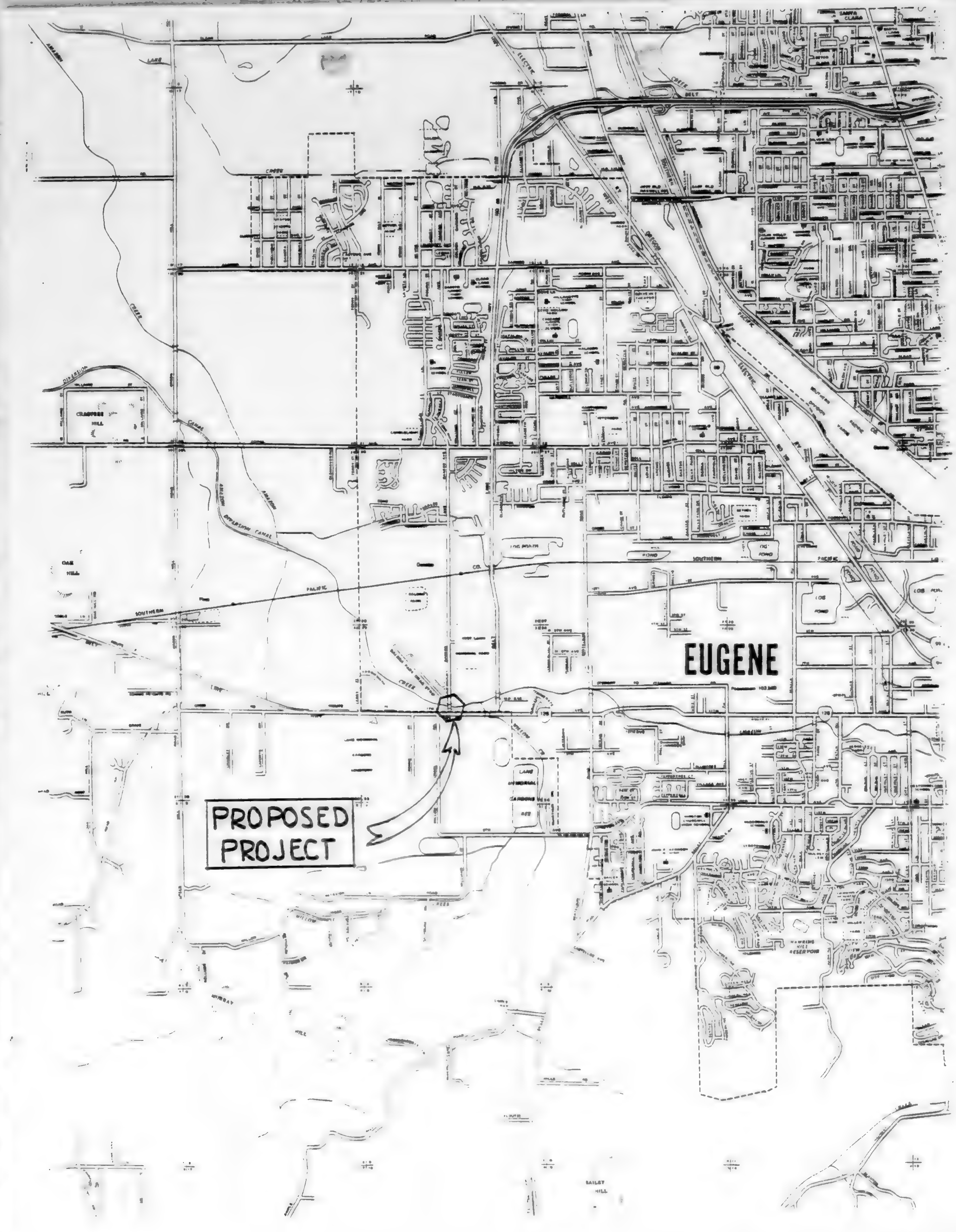


5.5' CW
46.0'
5.5' CW
6.0' BIKE LN
11' TRAVEL LN
12' TURN LN
11' TRAVEL LN
6.0' BIKE LN
PROPOSED TYPICAL

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,000.00	15.000
RIGHT OF WAY		
TRAFFIC CONTROL		8.000
ILLUMINATION		
STRUCTURES 60' x 100'	200,000	270.000
RAILROAD		
~~ROADWAY~~ Stage Construction		10 000
OTHER Remove Extg. Str.		8 500
ENGINEERING & CONTINGENCIES		111 500
PROJECT TOTAL	206,000.00	$ 423.000

SUBMITTED BY
Ellis H. Jones, Resident Engineer


EUGENE
PROPOSED PROJECT
SOUTHERN PACIFIC CO.
DIVERSION CANAL

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
City St. Danebo St. (Eugene) "Amazon Creek (Danebo St.) Bridge Sec."	117	20025	BROS-2003(3)	Non	City St.

Access Control None Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW 70' minimum

Water Development None Recreation & Historical Areas None

Lane 039

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 5 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated April 2, 1981

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 4.

(2) Amazon Creek Str. #40042.

(3) Included in LCOG FY '82 TIP A/E page 9.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 15,000.00
FF	$ 12,000.00
STATE	$
City	$ 3,000.00

For PR-37:

Field Phase	$
PS&E Phase	$

PRO RATA 80%

REMARKS:
1) Attached is a copy of Authority for Survey and sketch maps.
2) Included in the approved bridge replacement inventory with a sufficiency rating of 42.6

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
12-11-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2003(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO

5. ITEM NO. 20025

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/21/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Amazon Creek (Danebo Street) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $15,000 F.F $12,000
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 12/11/81 and in accordance with your approved Certification Acceptance Plan.

It should be noted that while this structure is eligible under the Bridge Replacement Program we find several bridges much lower in sufficiency rating. It is assumed that the candidate will be screened through the selection committee and will truly represent one of the poorer structures in the state that need replacement.

RECEIVED
STATE HWY ENGR
DEC 23 '81
REFER TO

14. DATE 12/21/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engr.

DATE: November 18, 1981

FROM: Roger E Patitz
ROGER E. PATITZ
Region Design Engineer

SUBJECT: Amazon Creek (Danebo Street) Bridge
Danebo St. (Eugene)
Lane County

[illegible]

Herewith an Authority for Survey and location prospectus for proposed subject project.

The project has been approved as Category 2 Excluded.

A waterway, Amazon Creek, is involved.

rep/cw
Encl.

cc F. E. Terpin
Gary Potter

Contains
Recycled
Materials

81-125-1387

SP*75683-125

Form 1 Rev.

(ASB 0001)

5

OREGON STATE HIGHWAY DIVISIO

AUTHORITY FOR SURVEY

Section Amazon Creek (Danebo Street) Bridge

Highway Danebo Street 05

County Lane #20

Date 17 November 1981

Authorization No. 1

Survey Prefix 320-1915 (Assigned by Salem office)

Description of termini, route, length, etc.:

At the crossing of Amazon Creek by Danebo Street in the City of Eugene

Proposed:

Purpose of survey: City of Eugene is to prepare plans, specifications and estimates for construction of a concrete structure crossing Amazon Creek, State to review and award contract.

BROS-2603(3)
12-21-81

			Estimate of Cost
	Field Survey	(901)	$ 500
	Citizen Participation	(902)	
(Eugene)	City or County	(903)	6,000.00
	Consultant	(904)	
	Final Design	(905)	2,000
	Bridge Design	(906)	1,500
	Preliminary Design	(907)	
	R/W Descriptions	(909)	
	Soils & Geology	(910)	500
	Traffic	(911)	200
	Landscape	(912)	
	Liaison	(913)	
	Utility	(914)	
	Photogrammetry	(916)	
	Location Studies	(918)	1,000
	Engr. Graphics	(919)	
	Office Engineer	(920)	200
	Specifications	(921)	2,000
	Environmental	(923)	200
	Foundation Exploration	(926)	800
	Seminars	(950)	
	Hearings	(930)	
	Equal Opportunity	(985)	
	Advisory Committees	(986)	
	Adm. Serv. (Eng.)	(922)	100

Total estimated cost of survey $ 15,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
DEC 15 1981
LOCATION SECTION

Requests made by:

Ellis H. Jones, Resident Engineer

Recommended for Approval:

Recommended for Approval:

Frank E.

Approved

E S Hunter

KEH

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 11-17-81

PREFIX

1 - IDENTIFICATION

PROJECT NAME Amazon Creek (Danebo Street) Bridge Section

HIGHWAY NAME Danebo Street (County Road #119)

HIGHWAY NUMBER

REGION III

ADMINISTRATIVE DISTRICT 5

COUNTY Lane

CITY Eugene

LENGTH 100 Ft

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT City of Eugene

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replacement of existing timber structure with concrete structure

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 670

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 35

DESIGN STANDARDS ASHTO

TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 11.5'
SHOULDERS	-0-	-0-
MEDIANS	-0-	-0-
PARKING LANES	-0-	-0-
SIDEWALKS	-0-	2 - 5.5'
BIKEWAYS	-0-	2 - 6'
INTERCHANGES	-0-	-0-
OTHER Turn Lane	-0-	1 - 11'

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☐	☐
Stream Amazon Creek	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☒	☐	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☐	☒

Type Water, Gas, Tele & Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	2.3
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3.0

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

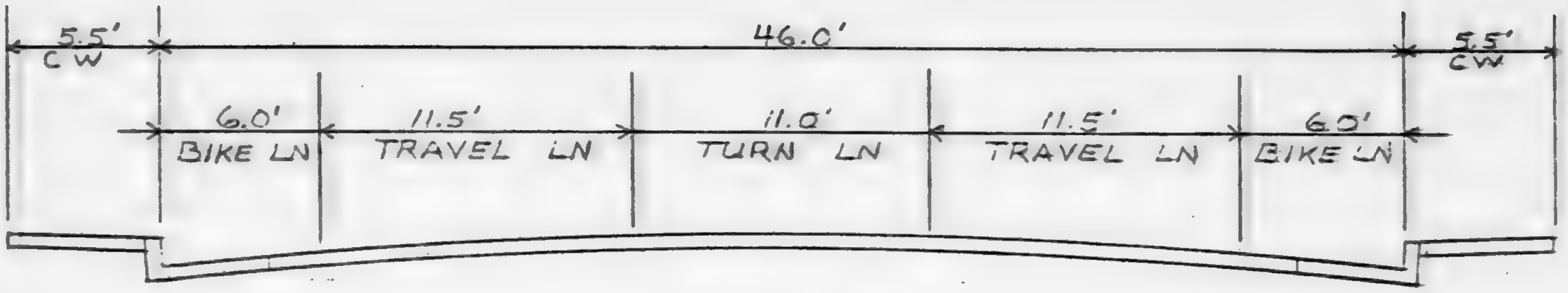
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,000.00	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES & Engr.	200,000	
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	206,000.00	

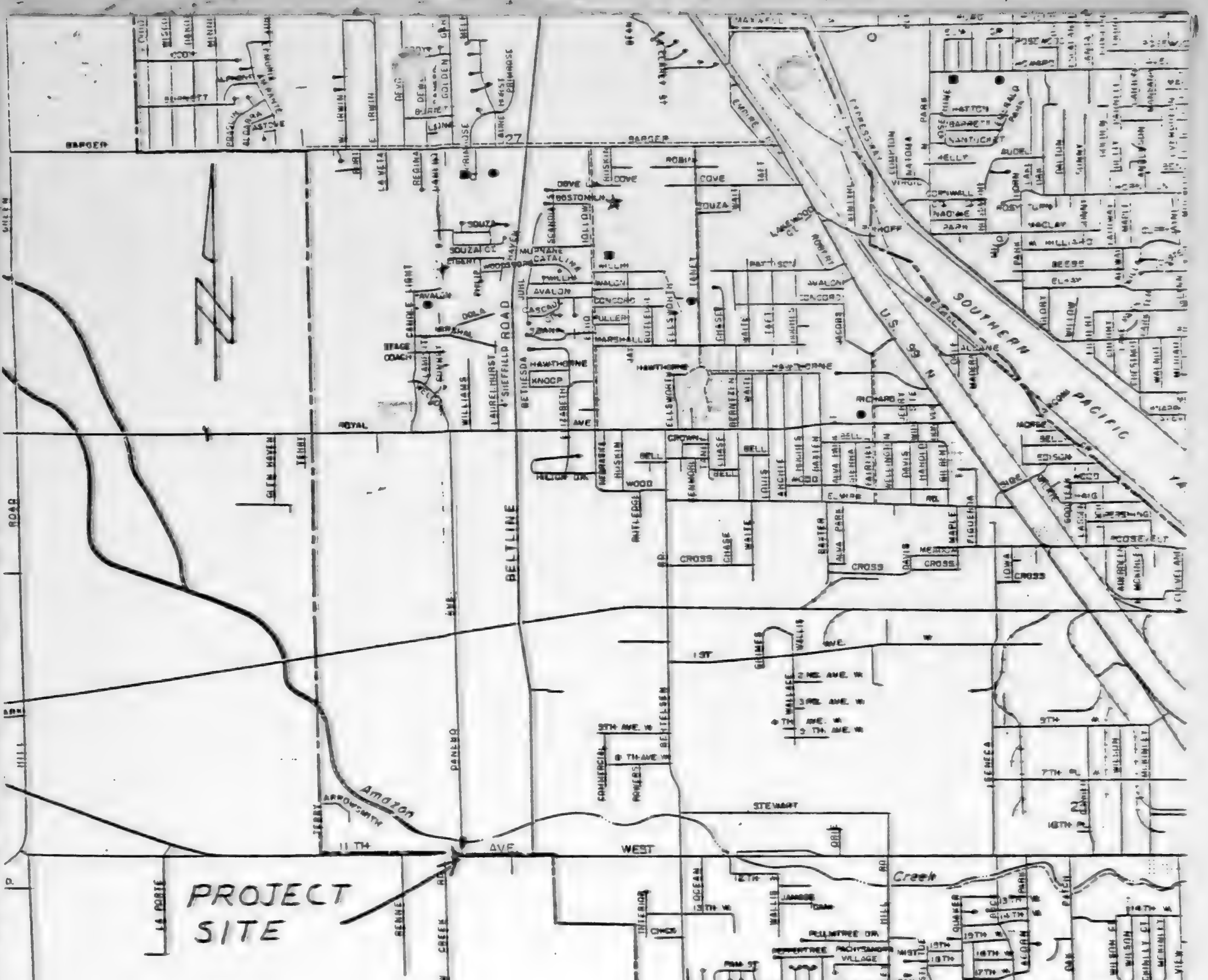
SUBMITTED BY
Ellis H. Jones, Resident Engineer

PROPOSED STREET CROSS SECTION


5.5'
CW
46.0'
5.5'
CW
6.0'
BIKE LN
11.5'
TRAVEL LN
11.0'
TURN LN
11.5'
TRAVEL LN
6.0'
BIKE LN

DANEBO STREET

CITY OF EUGENE
PUBLIC WORKS DEPT.
ENGINEERING DIVISION


PROJECT SITE
EUGENE, OREGO
BARGER
ROYAL
AVE
BELTLINE ROAD
11 TH
AVE.
WEST
Amazon
Creek
ARROWSMITH
STEWART
1ST
2ND AVE. W
3RD AVE. W
5TH AVE. W
6TH AVE. W
7TH PL
18TH AVE. W
25TH AVE. W
29TH AVE.
U.S. 99 N
SOUTHERN PACIFIC
CROSS
HAWTHORNE
AVALON
CONCORD
BELL
ELMIRA
CALVIN
GREEN HILL ROAD
DANEBO
WILLOW CREEK RD
BERTELSEN RD
COMMERCIAL
OCEAN
WALLACE
HILL RD
QUAKER
WESTLEIGH
STRATHMORE
PRINCETON
PARLIAMENT
HARVARD
LANGTON
CASTELLO
FOXHILL
ROAD
WILLS RD.
LOUVRING LN
PRAIRIE
LA PORTE
TERRY
GLEN HAVEN
BETHESDA
ELIZABETH
WILLIAMS
SHEFFIELD
STAGE COACH
ROBIN
COVE
SOUZA
BOSTONIAN
SCANDIA
CATALINA
MARSHALL
CROWN
LOUIS
BAXTER
DAVIS
MEMORY
MAPLE
FIGUEROA
IOWA
WALNUT
CLEVELAND
GRIMES
WALLIS
SENECA
MCKINLEY
WILSON
VIEW
ARTHUR
REVINGTON
WILSHIRE
GREENTREE
PEACHTREE
PELLMTREE DR
MISTLETOE
PARK FOREST
TERRACE VIEW
REYNOLDS
BELLMONT

October 7, 1981

City of Eugene
City Hall
Eugene, OR 97401

AGR

Attention: Warren Wong
Assistant City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7482

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the replacement of the Amazon Creek (Danebo Street) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc   Don Harwell (agree. att.)

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BROS-2003(-)
Project Classification
Amazon Creek Bridge, Danebo St. (Co.Rd. 119)
Lane County

Date: April 2, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your March 26, 1981 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category II, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Dale E. Wilken

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg III, Env)

RECEIVED
TECHNICAL SER
APR 3 '81
REFER TO
FOR
Info Act File

BROS - 2003(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date March 26, 1981

Section Amazon Creek Bridge

City Eugene Hwy. No. ____

Highway Danebo Street (Co. Rd. 119)

Begin M.P. ____ Length 100'

County Lane

Program Estimate ____

Region 3

Funding Source ____

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replacement of existing old, deteriorating timber bridge with new concrete bridge. Repairs to existing structure to upgrade to safe level of operation would be costly, and would not be cost effective.

C. Recommended Project Classification:

	Project Class	Documentation
____	I	Draft and Final EIS
XX	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation:

___ Wetlands Finding

___ Cultural Resource Survey

___ Section 106 Procedures

___ Noise Study Report

___ Indirect Source Construction Permit

___ Section 4(f) Determination

Basis for Recommended Classification:

Replacement of bridge for structural and safety reasons only. Will not alter traffic patterns, generate traffic or affect environment of area in any way.

D. Descriptions:

Descriptions	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	yes
Shoulders (Yes/No, Paved/Gravel)	no	no
Average Daily Traffic (Volume and Year)	670	670
Alignment (New, Combined, Existing)		Same alignment
Speeds (Posted and Estimated)	25 mph	25 mph

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres __________
Estimated Number of Parcels __________
Residential Relocation (No.) __________
Business Relocation (No.) __________

Describe:

No R/W needed for bridge construction.

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Improved safety due to separation of opposing traffic by center 2-way turn lane. No increase in traffic volumes or patterns. Heavy truck traffic is presently prohibited from using substandard bridge; new bridge will allow trucks.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None. Work in Amazon Channel will be done at time of lowest flow, under provision of Oregon Division of State Lands permit.

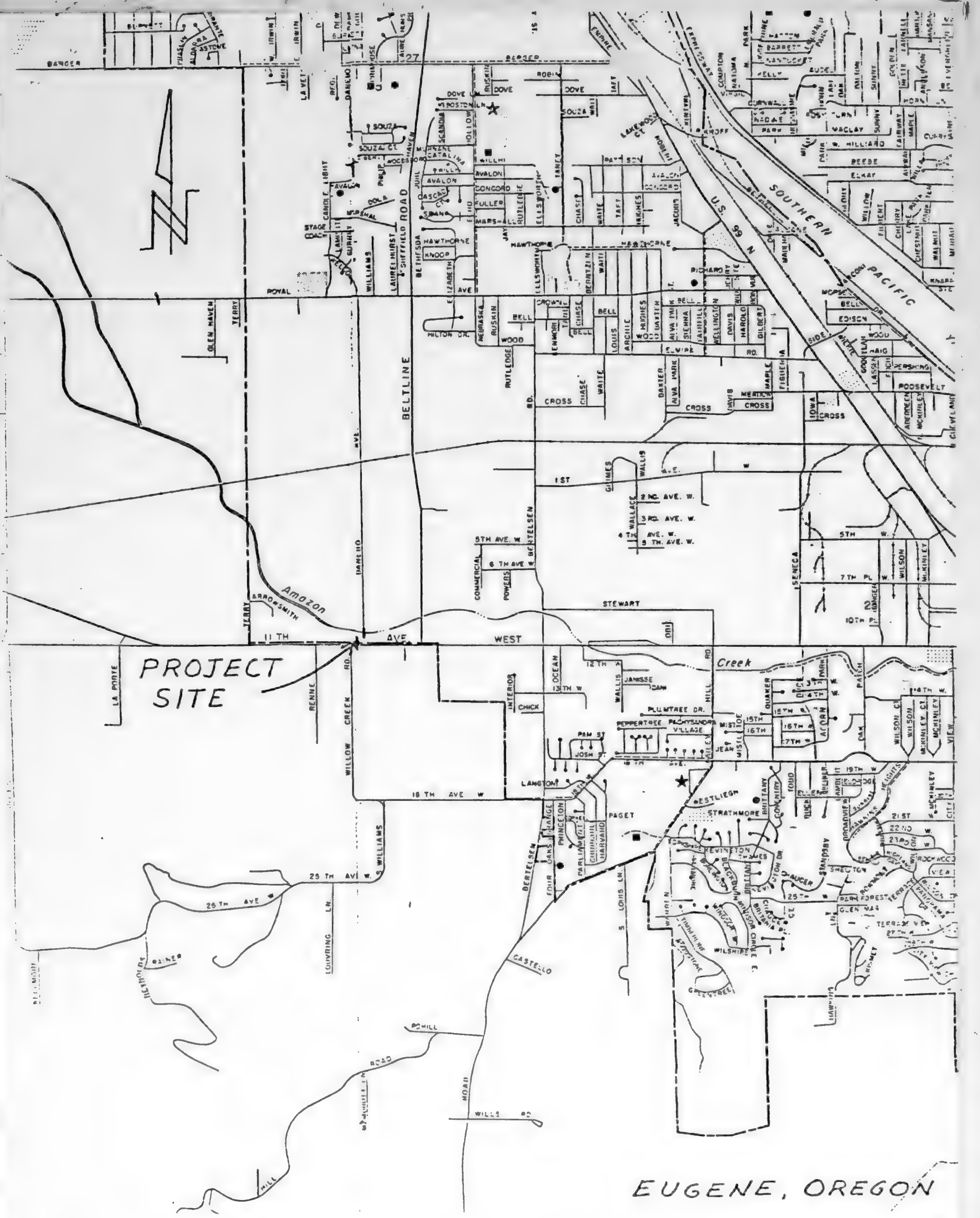
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: Dave Reinhard 687-5238



PROJECT SITE
EUGENE, OREGON
BARGER
ROYAL
BELTLINE
BELTLINE ROAD
DANEBO AVE.
TERRY
GLEN HAVEN
Amazon
ARROWSMITH
11 TH AVE WEST
LA PORTE
RENNE
WILLOW CREEK RD.
18 TH AVE W
S WILLIAMS
25 TH AVE W.
28 TH AVE W
LOUVRING LN.
CASTELLO
S LOHS LN.
BERTELSEN
BERTELSEN RD.
STEWART
Creek
HILL RD
CROSS
1ST
2 ND. AVE. W.
3 RD. AVE. W.
4 TH AVE. W.
5 TH. AVE. W.
5TH AVE. W.
6 TH AVE W
COMMERCIAL
POWERS
SENECA
WILSON
McKINLEY
7 TH PL W
10TH PL
DOVE
SOUZA
AVALON
CONCORD
FULLER
MARSHALL
HAWTHORNE
KNOOP
WILLIAMS
LAURELHURST
SHEFFIELD ROAD
STAGE COACH
BELL
WOOD
RUTLEDGE
NEBRASKA
RUSKIN
HILTON DR.
ELIZABETH
CHASE
WAITE
TAFT
HUGHES
JACOBS
RICHARD
WELLINGTON
DAVIS
HAROLD
GILBERT
FIGUEROA
MAPLE
IOWA
U.S. 99 N
SOUTHERN PACIFIC
EDISON
HAIG
LASSEN
PERSHING
ROOSEVELT
CLEVELAND
ABERDEEN
WOOD
BEEBE
ELKAY
MACLAY
W. HILLIARD
CHICK
INTERIOR
OCEAN
12 TH
13 TH W
WALLIS
JANISSE
PLUMTREE DR.
PEPPERTREE
PACHYSANDRA VILLAGE
MISTLETOE
15TH
16TH
17TH
QUAKER
ACORN
OAK
PARK
WILSON CT
McKINLEY CT
VIEW
PAM ST
JOSH ST
LANGTON
PRINCETON
HARVARD
PAGET
WESTLEIGH
STRATHMORE
BRITTANY
COVENTRY
TODD
BROADVIEW
21 ST
22 ND W.
CHAUCER
STANSBY
SHELTON
PARK FOREST
GLEN MAR
TERRACE VIEW
WILSHIRE
WINDSOR CIRCLE
GREENTREE
HAWKINS
FOUR OAKS GRANGE
DOHILL
WILLS RD
ROAD
REYNOLDS
RAINIER
HILL

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

February 3, 1981

In Reply Refer to
File No.: PRO 6

Dave Reinhard
Supervising Civil Engineer
City of Eugene
858 Pearl Street
Eugene, OR 97401

Dear Dave:

This will acknowledge receipt of your federal aid project request and project category request for the Danebo Street Bridge at Amazon Channel to be reconstructed utilizing HBR funds.

By copy of this letter I am forwarding this data to the Project Management section in Salem for further processing.

COMMISSION APP'D
1-27-81

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER
By JACK AYRES
Regional Federal-Aid Engineer

ja/cp

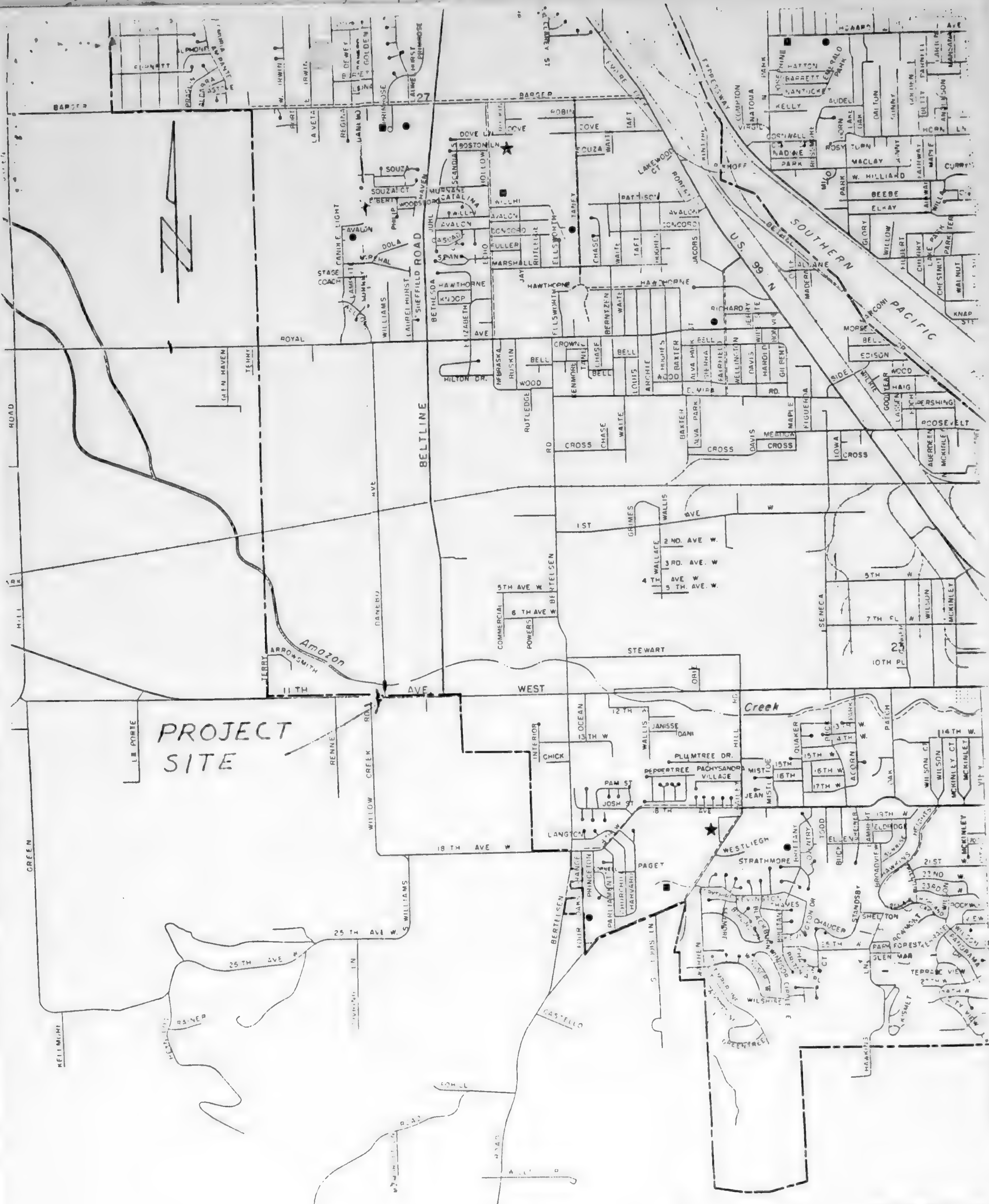
cc: D.H. Moehring
Walt Hart

D. E. Swan-Please Program & Update PMS.
cc w/Attachment:

E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd

R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Region 3:
A. Shirley, Jr.
Jack Ayres

Form 734-3122


PROJECT SITE
BARGER
ROYAL
BELTLINE ROAD
11TH AVE WEST
18TH AVE W
25TH AVE W
STEWART
1ST AVE W
US 99 N
SOUTHERN PACIFIC
Amazon
Creek
GREEN HILL ROAD
WILLOW CREEK RD
DANEBO AVE
BERTELSEN RD
HAWTHORNE
CROSS
ELMIRA RD
BELL
AVALON
CONCORD
SEN ECA
WILSON
MCKINLEY
PACHYSANDRA VILLAGE
PLUMTREE DR.
PEPPERTREE
WESTLIEGH
STRATHMORE
CHAUCER
SHELTON
BUCK
ACORN
QUAKER
JEAN
MISTLETOE
LANGTON
PAGET
PRINCETON
CASTELLO
KELLI MURI
RAINER
RENNEY
LE PORTE
TERRY
ARROWSMITH
GLEN HAVEN
WILLIAMS
COMMERCIAL
POWERS
WALLIS
GRIMES
JANISSE
OCEAN
INTERIOR
CHICK
27
23

EUGENE , OREGO

FEDERAL AID PROJECT REQUEST

Date January 23, 1981

Applicant Agency City of Eugene

Request for: Off-System X , FAS-C____, FAUS____ Project 48R

Federal Aid Route No. ________ **Route Name** Danebo Street

Project Name Danebo Street Bridge at Amazon Channel

Project Length 100 feet **Project Location (Attach sketch map)**

Project Description Construction of concrete bridge on Danebo Street over Amazon Channel, including bike lanes and sidewalks.

Average Daily Traffic 670 **Design Speed** 35 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24' **Travel Lanes** 2 **Shoulders** None

Medians None **Parking** None

Sidewalks None

Remarks Asphalt pavement widths at approaches are approx. 20'.

2. Desired Roadway Cross Section: (Attach sketch)

Width 46' **Travel Lanes** 2 **Shoulders** None

Medians Turn Lane **Parking** No

Curbed Yes **Length Curb Radii** Not applicable

Sidewalk/Bikeway Both 5' sidewalks, 6' bike lanes

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 70'* **Minimum** 70'* **Maximum** 90'*

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
**Yes X No______

3. Will additional right-of-way be needed? Yes______ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes______ No______

Remarks * Danebo Street R/W
** R/W has been acquired in the area, but not for this specific project.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location No signalization scheduled

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Include in project.

4. **Permanent Striping:**

Include in project or by applicant? By applicant.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None existing

2. **Proposed Illumination:**

Location No street lighting scheduled

Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Danebo Street at Amazon Channel

Type Timber

Approach Roadway Width 20' Shoulder Width None

Length 95' Width 24'

To remain in place? No

2. **Proposed Structure:**

Location Same

Approximate Size: Length 100' Width 60' (includes sidewalks)

Are sidewalk/bikeways desired? Yes

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Long detour may require temporary bridge during construction.

Remarks Grading for proposed Amazon Channel Bike Path will be constructed under bridge.

VI. RAILROAD DATA

1. **Are there any railroad crossings?** **Yes**____ **No** X

   Name of Railroad____
   Existing Crossing Protection____

2. **Will existing railroad crossing be altered?**____

   Remarks____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement
2. Environmental
3. Public Hearing

Mr. Dave Reinhard, Supervising Engineer
City of Eugene
Office
Department of Public Works
Office
Engineering Division 687-5291
Office

Remarks____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State____ Consultant____

2. **Project construction engineering to be performed by:**

Applicant X **State** ______ **Consultant** ______

3. **Will applicant perform any work prior to or after award of contract?**

Yes X **No** ______

If "yes," describe briefly: Survey, design, inspection, etc.

4. **Applicant's estimate of cost for requested project:**

Roadway Work - (separate contract)	$ ---
Right-of-way costs (if participating)	---
Traffic control	---
Illumination	---
Structures & Engineering	200,000
Railroad	
Other	
Preliminary engineering	
PROJECT TOTAL	$ 200,000

Remarks ______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Eugene **and/or** ______ **COUNTY**

By ______ **By** ______

By ______ **By** ______

By ______

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section ______
Highway Danebo Street (Co. Rd. 119)
County Lane
Region ______
(Attach Sketch Map)

Date January 23, 1981
City Eugene Hwy. No. ______
Begin M.P. ______ Length 100'
Program Estimate ______
Funding Source ______

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replacement of existing old, deteriorating timber bridge with new concrete bridge. Minimum repairs to existing structure to upgrade to safe level of operation would be costly, and would not be cost effective.

C. Recommended Project Category and Documentation:

Project Category	Documentation
______ 1	Draft and Final EIS
______ 2	Environmental Assessment and Finding of No Significant Impact
XXX 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

Replacement of bridge for structural and safety reasons only. Will not alter traffic patterns, generate traffic or affect environment of area in any way.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	Yes
Shoulders (Yes/No, Paved, Gravel)	No	No
Average Daily Traffic (Volume/Year)	670	670
Alignment (New, Combined, Existing)		Same Alignment
Speeds (Posted/Estimated)	25 MPH	25 MPH

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	___________
Estimated Number of Parcels	___________
Residential Relocation (No.)	___________
Business Relocation (No.)	___________

No R/W needed for bridge construction.

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Improved safety due to separation of opposing traffic by center 2-way turn lane. No increase in traffic volumes or patterns. Heavy truck traffic is presently prohibited from using substandard bridge; new bridge will allow trucks.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None. Work in Amazon Channel will be done at time of lowest flow, under provision of Oregon Division of State Lands permit.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: Dave Reinhard 687-5238

CITY OF EUGENE PUBLIC WORKS DEPARTMENT

ENGINEERING DIVISION

CONTRACT NO. ______

SHEET 1 OF 2 SHEETS

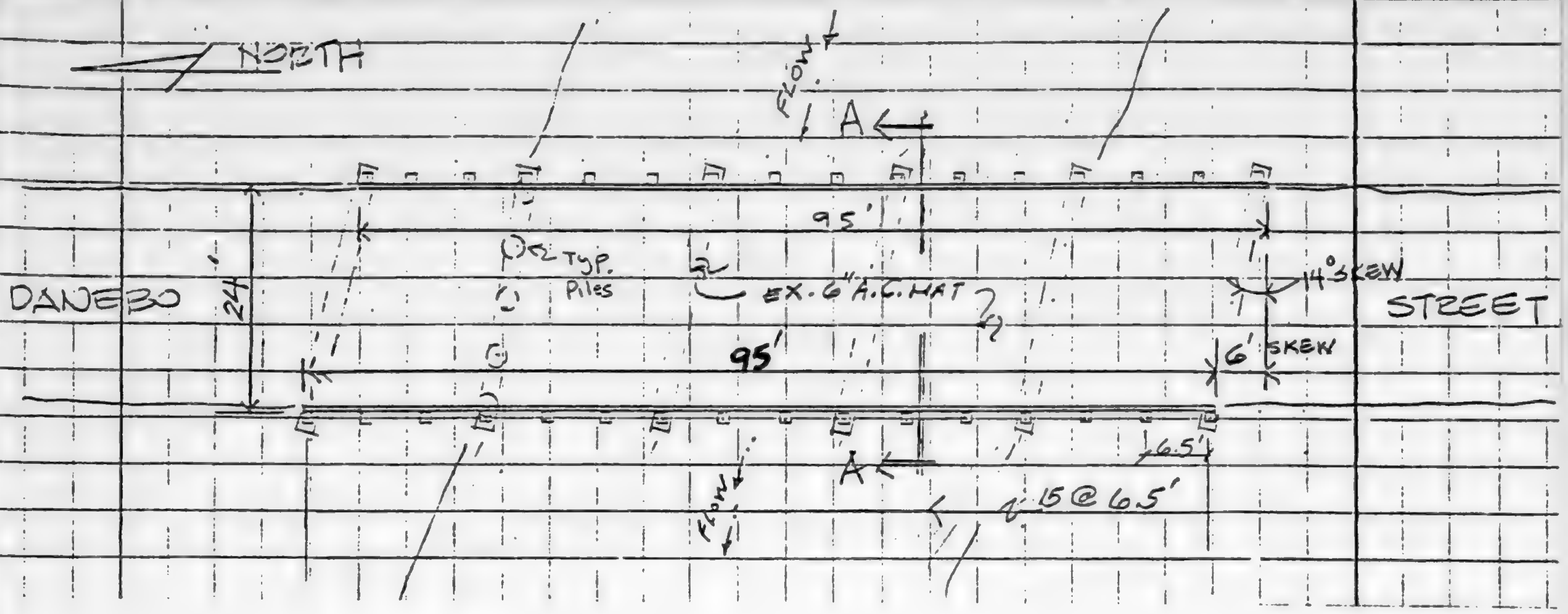
NAME OF JOB DANEBO BRIDGE ACROSS AMAZON CREEK JOB NO. 1743

MADE BY JPS 1-28 1990 CHECKED BY ______ 19__ BACKCHECKED BY ______ 19__

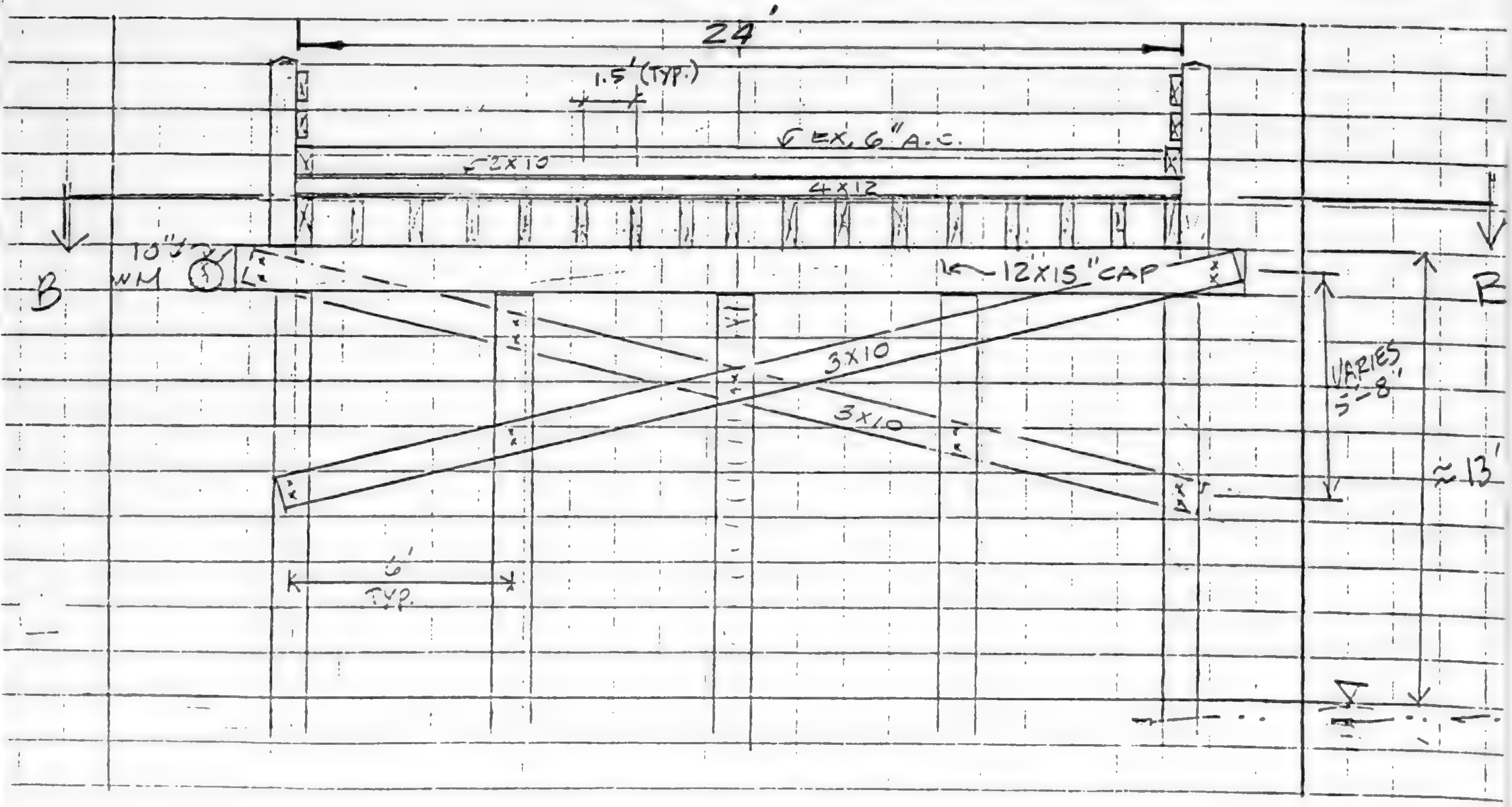
CONTRACT ITEM NO.

REFER DWG. NOS.: ______ FIELD BOOK NO. ______ PAGE ______

TOTALS

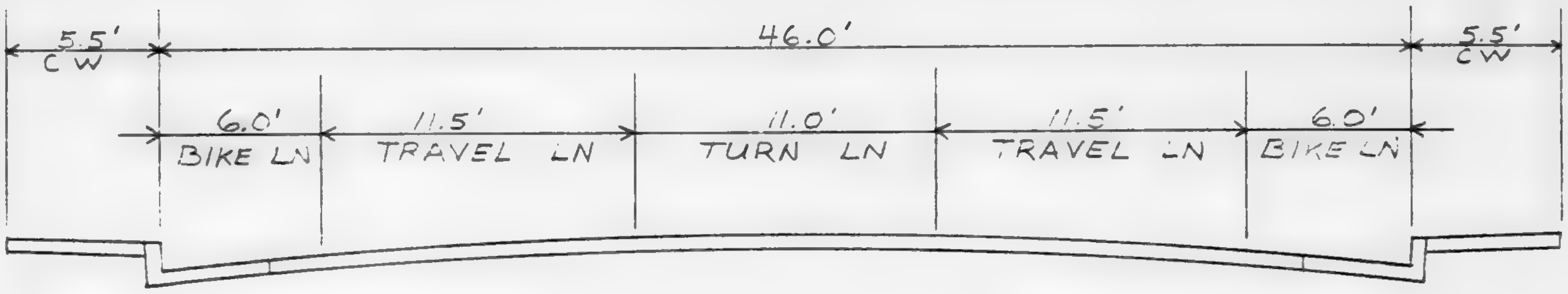

NORTH
FLOW
A
95'
℄ TYP. Piles
EX. 6" A.C. MAT
14° SKEW
DANEBO
24'
STREET
95'
6' SKEW
6.5'
A
FLOW
15@6.5'

PLAN VIEW OF EXIST. BRIDGE


24'
1.5' (TYP.)
℄ EX. 6" A.C.
2x10
4x12
B
10" WM
12x15" CAP
3x10
3x10
VARIES 5'-8'
≈13'
6' TYP.
B

CROSS SECTION OF BRIDGE

PROPOSED STREET
CROSS SECTION


5.5'
CW
46.0'
5.5'
CW
6.0'
BIKE LN
11.5'
TRAVEL LN
11.0'
TURN LN
11.5'
TRAVEL LN
6.0'
BIKE LN

DANEBO STREET

CITY OF EUGENE
PUBLIC WORKS DEPT.
ENGINEERING DIVISION

1982 Lyons & Ellsworth Sts. 9575
Sec. of the Albany-Corvallis Hwy. in
Albany. (Grad, pav, sign. & sig.)

C&A 1605 - 12-13-82

Smead
No. 2-152-5L
HASTINGS, MN
GELES-CHICAGO-
McGREGOR, TX-LOCUST GROV
U.S.A.

9575

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Linn
MODIFICATION NUMBER 1	12-29-87	Project Number F-10(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 27, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 948,967	$ 1,102,639
Federal funds	$ 836,513	$ 971,975
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of [illegible], 19[illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
Manager, Program Section
(Title)

~~By~~ For: Larry Rulien
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 14, 1987

Federal-Aid Project No. F-10(3)

Lyons and Ellsworth Sts. (Albany) Sec.
Albany-Corvallis Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "EL" 99+85 to Sta. "EL" 128+25)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	HRS	$ 21.50	750	$ 16,125.00	2,383	$ 51,234.00
Treated Base Mixture	TON	6.50	18,000	117,000.00	20,759	134,933.50
Class "B" or Class "C" Asphalt Concrete Mix	TON	15.00	6,750	101,250.00	8,133	121,995.00
Asphalt Cement in Mixture	TON	175.00	400	70,000.00	502	87,850.00
Extra for Pipe Under Pavement	LF	5.20	795	4,134.00	2,879	14,970.80
Remove and Replace 4-inch Sidewalk (PA #1B)	SY	31.95	---	---	335	10,703.25
Extra Curb Removal (PA #1D)	LF	3.45	---	---	2,175	7,503.75
Stabilization Fabric (PA #6A)	SY	0.90	---	---	27,917	26,925.30
				$347,259.00		$ 500,930.60

Increase	$ 153,671.60
Subtotal from estimate on Jan. 06, 1983	1,042,004.70
Subtotal	$1,195,676.30
Engineering	130,250.70
Total	$1,325,927.00

Type Code Y031
Traffic Signals

Total as on estimate of Jan. 06, 1983	$ 15,292.00
Length of Project	0.538 mi.
Cost of Roadway Per Mile	$2,464,548.33

Work Retained in ~~Program~~ Reserve Stataus

Rebuild Curb and Driveway	All Required		$ 5,000.00
Added Saw Cuts	All Required		800.00
Repair Signal System	All Required		3,000.00
Rebuild Sidewalk Over Pipe	All Required		2,000.00
		Subtotal	$ 10,800.00
		Engineering	1,350.00
		Total	$ 12,150.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$1,325,927.00	$	$
Less City Obligation		250,730.00 *	---	---
Subtotal		$1,075,197.00	$ 947,786.00	$ 127,411.00
Traffic Signal	010	15,292.00	13,479.00	1,813.00
Reserve		12,150.00	10,710.00	1,440.00
Total		$1,102,639.00	$ 971,975.00	$ 130,664.00

*See attached sheet.

Group 1 = 99%; Group 8 = 1%; Group 2 = 0%
Contract No. 9575
Prefix: 22-1494
Prefix: C09575
RLC:bkw

Lyons & Ellsworth St.
Albany-Corvallis Hwy.
Linn County

Federal-Aid Project
No. F-10(3)

Total Cost of all Drainage Items	$423,154
+8% for Mobilization	+33,852
+3.4% for Temp. Protect, Direct., Signing, Flamen, etc.	+14,387
Add Items	2,800
	$474,193
+12 1/2% Engineering & Contingencies	+59,275
	$533,468

Ratio of all drainage costs should be directly proportional to the amount of water handled and, therefore, directly proportional to area drained. State is responsible for all drainage generated on Lyons St. and Ellsworth Street. City will be responsible for all drainage generated on the cross streets (1st Ave. thru 9th Ave.) for approximately 1/2 block W. of Ellsworth to 1/2 block E. of Lyons Sts.

This works out to approximately 53% State Share and approximately 47% City of Albany Share.

$533,468
.47 (City)
$250,730

$533,468
.53 (OSHD)
$282,738

Items involved in the drainage cost of $533,468 split between the City and the State are as follows:

Mobilization
Temporary Protection and Direction of Traffic
Trench Excavation
10-inch Sewer Pipe
12-inch Sewer Pipe
15-inch Sewer Pipe
18-inch Sewer Pipe
21-inch Sewer Pipe
24-inch Sewer Pipe
27-inch Sewer Pipe
30-inch Sewer Pipe
36-inch Sewer Pipe
Extra for Pipe Under Pavement
Bedding Material
Special Backfill
Installing 36-inch Pipe Under Railroad
Concrete Manholes
Concrete Inlets, Type G-2
Adjusting Manholes
Reconstructing Concrete Manholes
Rock Gabions

Anticipated Items

Added Saw Cuts
Rebuild Sidewalk over Pipe

STATE COPY

155

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-255	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-27-83	State Oregon County Linn Project No. F-10(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lyons and Ellsworth Sts. (Albany)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-27-82	0.538

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 943,967.00	$ 836,513.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon January 6, 1983

Federal-Aid Project
No. F-10(3)

Lyons and Ellsworth Sts. (Albany) Section
Albany-Corvallis Highway in Linn County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "EL" 99+85 to Sta. "EL" 128+25)

Mobilization		All Required	$ 62,420.00
Temporary Protection and Direction of Traffic	(85 %)	All Required	7,820.00
Temporary Signs	750 Sq. Ft.	5.00	3,750.00
Temporary Barricades	37 Each	32.00	1,184.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75 Lin. Ft.	2.75	206.25
Flagmen	750 Hour	21.50	16,125.00
Removal of Structures and Obstructions		All Required	10,700.00
Trolley Track Base Removal	2,250 Sq. Yd.	3.00	6,750.00
General Excavation	16,700 Cu. Yd.	6.30	105,210.00
Trench Excavation	12,145 Cu. Yd.	5.50	66,797.50
Treated Base Mixture	18,000 Ton	6.50	117,000.00
Cement in Treated Base Mixture	990 Ton	69.40	68,706.00
Class "B" or Class "C" Asphalt Concrete Mixture	6,750 Ton	15.00	101,250.00
Asphalt Cement in Mixture	400 Ton	175.00	70,000.00
Asphalt in Tack Coat	6 Ton	250.00	1,500.00
10-inch Sewer Pipe	890 Lin. Ft.	6.40	5,696.00
12-inch Sewer Pipe	1,401 Lin. Ft.	8.80	12,328.80
15-inch Sewer Pipe	229 Lin. Ft.	11.00	2,519.00
18-inch Sewer Pipe	40 Lin. Ft.	23.50	940.00
21-inch Sewer Pipe	1,155 Lin. Ft.	14.75	17,036.25
24-inch Sewer Pipe	380 Lin. Ft.	18.50	7,030.00
27-inch Sewer Pipe	1,651 Lin. Ft.	21.20	35,001.20
30-inch Sewer Pipe	570 Lin. Ft.	26.00	14,820.00
36-inch Sewer Pipe	1,589 Lin. Ft.	32.70	51,960.30
Extra for Pipe Under Pavement	7,750 Lin. Ft.	5.00	38,750.00
Bedding Material	2,000 Cu. Yd.	13.50	27,000.00
Special Backfill	10,045 Cu. Yd.	6.00	60,270.00

Installing 36-inch Pipe Under Railroad		All Required	$ 18,900.00
Concrete Manholes	23 Each	1,100.00	25,300.00
Concrete Inlets, Type G-2	76 Each	340.00	25,840.00
Sidewalk Ramps	36 Each	155.00	5,580.00
Concrete Curbs, Type A	620 Lin. Ft.	7.45	4,619.00
Concrete Curbs, Type C	795 Lin. Ft.	5.20	4,134.00
Extra for Asphalt Approaches	35 Each	65.00	2,275.00
Adjusting Manholes	3 Each	250.00	750.00
Reconstructing Concrete Manholes	8 Each	430.00	3,440.00
Rock Gabions	65 Cu. Yd.	135.00	8,775.00
Removal of Existing Sign Installation		All Required	400.00
Wood Sign Posts		All Required	800.00
Signal Pole Mounts		All Required	1,200.00
Type "C" and "D" Signs in Place	15 Sq. Ft.	5.00	75.00
Type "EE" Signs in Place	16 Sq. Ft.	6.00	96.00
Type "F" and "G" Signs in Place	6 Sq. Ft.	8.00	48.00
Type "U" Signs in Place	133 Sq. Ft.	12.80	1,702.40
Move and Reinstall Existing Signs		All Required	800.00
			$1,017,504.70

Anticipated Items

Permanent Pavement Striping	All Required	$ 12,300.00
Thermoplastic Pavement Markers	All Required	700.00
Roadside Seeding & Mulching	All Required	500.00
Asphalt Cement Adjustment	All Required	11,000.00
		$ 24,500.00
	SUBTOTAL	$1,042,004.70
	Engineering	130,250.30
		$1,172,255.00

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	(15 %)	All Required	$ 1,380.00
Traffic Signal Installation, Complete		All Required	11,213.00
			$ 12,593.00

Anticipated Items

Traffic Signal Turn-On	All Required	$	1,000.00
		$	1,000.00
	Subtotal	$	13,593.00
	Engineering		1,699.00
	Total	$	15,292.00

Length of Project -------------- 0.538 mi.
Cost of Roadway Per Mile -------$2,178,912.64

Work Retained in Program Status

Rebuild Curb and Driveway	All Required	$	5,000.00
Added Saw Cuts	All Required		800.00
Repair Signal System	All Required		3,000.00
Rebuild Sidewalk Over Pipe	All Required		2,000.00
	SUBTOTAL	$	10,800.00
	Engineering		1,350.00
	TOTAL	$	12,150.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,172,255.00	$	$
Less City Obligation	250,730.00*	----	----
	$ 921,525.00	$ 812,324.00	$ 109,201.00
Traffic Signal	15,292.00	13,479.00	1,813.00
Reserve	12,150.00	10,710.00	1,440.00
Total	$ 948,967.00	$ 836,513.00	$ 112,454.00

*See attached sheet.

Group 1 99%; Group 8 1%
Contract No. 9575
Prefix: 22-1494
Prefix: 22-1015

Lyons & Ellsworth St.
Albany-Corvallis Hwy.
Linn County

Federal-Aid Project
No. F-10(3)

Total Cost of all Drainage Items	$423,154
+8% for Mobilization	+33,852
+3.4% for Temp. Protect. Direct., Signing, Flagmen, etc.	+14,387
Add Items	2,800
	$474,193
+12 ½% Engineering & Contingencies	+59,275
	$533,468

Ratio of all drainage costs should be directly proportional to the amount of water handled and, therefore, directly proportional to area drained. State is responsible for all drainage generated on Lyons St. and Ellsworth Street. City will be responsible for all drainage generated on the cross streets (1st Ave. thru 9th Ave.) for approximately 1/2 block W. of Ellsworth to 1/2 block E. of Lyons Sts.

This works out to approximately 53% State Share and approximately 47% City of Albany Share.

$533,468		$533,468	
.47	(City)	.53	(OSHD)
$250,730		$282,738	

Items involved in the drainage cost of $533,468 split between the City and the State are as follows:

Mobilization
Temporary Protection and Direction of Traffic
Trench Excavation
10-inch Sewer Pipe
12-inch Sewer Pipe
15-inch Sewer Pipe
18-inch Sewer Pipe
21-inch Sewer Pipe
24-inch Sewer Pipe
27-inch Sewer Pipe
30-inch Sewer Pipe
36-inch Sewer Pipe
Extra for Pipe Under Pavement
Bedding Material
Special Backfill
Installaing 36-inch Pipe Under Railroad
Concrete Manholes
Concrete Inlets, Type G-2

Adjusting Manholes
Reconstructing Concrete Manholes
Rock Gabions

Anticipated Items

Added Saw Cuts
Rebuild Sidewalk over Pipe

jc

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 6-5-85	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. F-10(3)
COMPLETION DATE (Actual) 8-26-83	ACCEPTANCE DATE BY CONRTACT AGENCY 2-22-85	TIME ELAPSED 97 %	CONTRACT TIME 185 CWD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

LYONS & ELLSWORTH STREET (ALBANY)
ALBANY - CORVALLIS HWY
Grading, Paving, Signing & Signals

This project provided for the reconstruction of the Lyons and Ellsworth couplet in the CBD of Albany, Oregon.

The final project cost overran the original estimate by approximately 11%. Major overrun areas included flagging and concrete curb replacement.

A final inspection of the completed project was made November 6, 1984.

- WHK -

RECEIVED
STATE HWY ENGR
JUN 10 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 8

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

March 27, 1985

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9575

Gentlemen or Ladies:

On March 6, 1985, we wrote to you concerning release of final payment on Contract No. 9575 awarded to Morse Bros., Inc. for work on the Lyons and Ellsworth Streets Section of the Albany-Corvallis Highway in Linn County.

Final payment on this contract is $3,500.00. The total contract amount is $1,234,643.44 including $35,809.97 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: LYONS & ELLSWORTH STREETS (ALBANY)	WEEK ENDING: July 28, 1984
		SECTION PREFIX: 22-1015
	HIGHWAY: ALBANY - CORVALLIS	COUNTY: LINN
NAME OF JOB: LYONS & ELLSWORTH STREETS (ALBANY)	KIND OF WORK: GRADE, PAVE, SIGN, SIGNAL	
CONTRACTOR: MORSE BROS., INC.	CONTRACT NUMBER: 9575	FEDERAL AID PROJECT NUMBER: F-10(3)
DATE OF CONTRACT: JANUARY 5, 1983	DATE WORK STARTED: JANUARY 19, 1983	ESTIMATED COMPLETION DATE: AUGUST 26, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 185	WORK DAYS USED CALENDAR DAYS USED 179
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 97
PROJECT AUTHORIZATION: $ 1,335,997		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 1,247,768	ENGINEERING AUTHORIZATION $ 85,311.82	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,238,000	ENGINEERING COST TO DATE $ 93,125.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 109 %	DATE PROJECT WAS COMPLETED: AUGUST 26, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~XXXXXXX~~ PAVE.	MAT'L. PROD		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.54	0.54			0.54
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.54	0.54			0.54
TOTAL ESTIMATED QUANTITIES (CONTRACT)	16,700 CY	18,000 TON			6,750 TON
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17,414	20,760			8,133
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Roller 1, Tack Cart 1, Flat Bed Truck 1, Pick-up Truck 1, Dump Truck 1.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL [illegible] 1984
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY July 23, 1984	
TUESDAY	Contractor placed skin patches.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

On Tuesday, the contractor placed skin patches in intersections to eliminate water puddles.

PROJECT COMPLETE

FINAL REPORT

SIGNED Alva D. Vohland LOCATION Corvallis
Alva D. Vohland, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP F216

HHP:mk st

bc ed D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

DATE: November 10, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Lyons & Ellsworth Streets (Albany) Section
Albany-Corvallis Highway, Linn County
Contract No. 9575

This federal-aid primary project is essentially completed and it is now apparent that the final cost will exceed the project authorization by $136,000 or 11.4 percent.

Soft subgrades were encountered in areas under the existing roadway when these were excavated. It was necessary to excavate deeper in some of the areas and to use stabilization fabric in order to minimize the over-excavation and use of additional base material. These measures were necessary to provide stability and prevent base material failures. They added more than $43,000 to the cost of the project.

Additional hours of flagging time were required above the amount provided in the contract in order to provide adequate traffic control for the protection of the traveling public and of the workers, primarily during pipe work. This item added more than $35,000 to the cost of the project.

The City of Albany requested additional storm drainage work on the project. The system was extended to pick up drainage southeasterly on Lyons Street and aids in keeping this area from draining into the sanitary sewer. The extra work added more than $20,000 to the cost of the project.

The city also requested that curb radii at intersections be revised to conform to more modern standards. This, together with construction of additional replacement of concrete walks and driveways, curb removal and related pavement patching, added more than $32,000 to the cost of the project.

There are sufficient funds available in the category of work and all of the increase is eligible for federal participation. I recommend that the authorization be increased by $136,000 to a new total of $1,335,997.42. This matter will be on the consent calendar for the November 23 meeting.

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6386 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 7, 1983

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Lyons & Ellsworth Streets (Albany) Section
Albany-Corvallis Highway, Linn County
Contract No. 9575

NOTED
H.S.COULTER

This federal aid primary project is essentially completed and it is now apparent that the final cost will exceed the project authorization by $136,300.00 or 11.4 percent.

Soft subgrades were encountered in areas under the existing roadway when these were excavated. It was necessary to excavate deeper in some of the areas and to use stabilization fabric in other areas in order to minimize the over-excavation and use of additional base material. These measures were necessary to provide stability and prevent base material failures. They added more than $43,000 to the cost of the project.

Additional hours of flagging time were required above the amount provided in the contract in order to provide adequate traffic control for the protection of the traveling public and of the workers, primarily during pipe work. This item added more than $35,000 to the cost of the project.

The City of Albany requested additional storm drainage work on the project. The system was extended to pick up drainage southeasterly on Lyon Street and aids in keeping this area from draining into the sanitary sewer. The extra work added more than $20,000 to the cost of the project.

The city also requested that curb radii at intersections be revised to conform to more modern standards. This, together with construction of additional replacement of concrete walks and driveways, curb removal and related pavement patching, added more than $32,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $136,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Ken Karnosh
R. D. Church
D. E. Swan

March 17, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: William H. Kappus, Area Engineer

Jack M Cartwright
FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Sanitary Sewer Adjustment
City of Albany
Lyons & Ellsworth Sts. (Albany) Section
Albany-Corvallis Highway
Linn County
Project No. F-10(3)/Contract 9575

Confirmation of your verbal authorization for State's contractor, Morse Brothers, Inc., to proceed with the relocation of the City of Albany's 12-inch sewer line on Ellsworth St. @ Station 110+60 in conflict with this project as of March 16, 1983 is requested. An Order for Extra Work is being prepared by the Project Manager. Estimated cost is $2,000. The O.E.W. upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the Order for Extra Work.

Advanced authorization date of
March 16, 1983 is approved.

William H. Kappus
William B. Kappus, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
C. O. Fredrickson
Ken Karnosh
Don Bedford
Pete Gonzalez
Herm Mitzel

RECEIVED
TECHNICAL SERVI
MAR 24 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	Fil

ROAD DESIGN SECTION

Kenneth D. Karnosh
Project Manager

February 17, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Lyon & Ellsworth Streets (Albany)
Albany-Corvallis Highway
Linn County
Contract 9575

RECEIVED
FEB 18 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
[illegible]
Sullivan
Tarpin
[illegible]
Wakerlig

Do Not
Return To
Bring up
Action

Attached find three sets of approved shop drawings for the Type "U" signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop insepction of the signs and one set sent to Traffic Control Signs Company for sign fabrication.

DRA:ge
Attachments

cc: C. T. Keasey
C. O. Fredrickson
W. G. Beard

December [illegible], [illegible]

Robert Jackson
Public Works Director
City of Albany
City Hall
Albany, Oregon 97321

Dear Mr. Jackson:

On December 1[illegible], 1982 we received a satisfactory bid from Morse Bros., Inc., P.O. Box 7, Lebanon, Oregon [illegible] for the Lyons and Ellsworth Streets Section of the Albany-Corvallis Highway in Albany.

As described in our Construction-Finance Agreement No. [illegible], the City should now submit an advance deposit for its share of the cost of the storm drainage improvement work:

Bid Items Attributable to Storm Drainage		$465,411.57
Anticipated Additional Items:		
[illegible]	$ [illegible]	
Rebuild Sidewalk over Pipe	[illegible],000.00	[illegible],000.00
Subtotal		$4[illegible],[illegible]11.57
Contingencies ([illegible])		[illegible]
Engineering ([illegible])		[illegible]
Total Cost of Drainage Work		$[illegible]
CITY SHARE = ADVANCE DEPOSIT:		
([illegible])	=	$[illegible]

We will award the contract [illegible] your advance deposit in the amount of $[illegible], which [illegible] later than January [illegible], 1983. [illegible] described [illegible] attachment.

Rec'd LGIP #4415
1-5-83
per Jan Peterson

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
[illegible]

[illegible]
Attachment
bcc w/att [illegible]: [illegible], Region [illegible]
[illegible] - Please return [illegible] when advance deposit is received.

LYONS & ELLSWORTH STREETS
KEHUSBY 12-17 82

DRAINAGE SYSTEM COMPUTATION

DRAINAGE BID ITEMS	
TRENCH EXCAVATION	66,797.50
10 INCH SEWER PIPE	5,696.00
12 " " "	12,328.80
15 " " "	2,579.00
18 " " "	140.00
21 " " "	17,036.25
24 " " "	7,030.00
27 " " "	35,001.20
30 " " "	14,320.00
36 " " "	51,160.30
EXTRA FOR PIPE UNDER PAVE.	38,750.00
BEDDING MAT'L	27,000.00
SPECIAL BACKFILL	60,270.00
INSTALLING 36" PIPE UNDER RR	18,900.00
CONCRETE MANHOLES	25,300.00
CONCRETE INLETS, TYPE 3-2	25,840.00
ADJUSTING MANHOLES	750.00
RECONSTRUCTING CONCRETE MANHOLES	3,440.00
ROCK GABIONS	3775.00
COST - DRAINAGE BID ITEMS	$423,214.05

CONTRACTOR'S TOTAL BID	$1,0[illegible]6.25
MOBILIZATION	62,420.00
BID W/O MOBILIZATION	967,076.25

MOBILIZATION IS $\frac{\$[illegible]}{967,076.25}$ = 0.[illegible]44946 % OF ALL BID ITEMS

MOBILIZATION ATTRIBUTABLE TO DRAINAGE IS

(0.064505[illegible]4494[illegible])(423,214.05) = $27,[illegible]9.44

LYONS & ELLSWORTH STS. (CONT)
KETHUSBY 12-17-82

TRAFFIC CONTROL ITEMS

T. P. & D.T.	$9200.00
TEMP. SIGNS	3750.00
TEMP. BARRICADES	1184.00
TEMP. CONTIN. RAIL BARRIERS	206.25
FLAGMEN	16125.00
TOTAL - TRAFFIC CONTROL ITEMS	$30,465.25

CONTRACTOR'S TOTAL BID	1,030,096.25
TRAFFIC CONTROL ITEMS	30,465.25
BID W/O TRAFFIC CONTROL	$999,631.00

TRAFFIC CONTROL IS $\frac{\$30,465.25}{\$999,631.00}$ = 3.047649587697% OF ALL BID ITEMS

TRAFFIC CONTROL ATTRIBUTABLE TO DRAINAGE IS:
(0.0304764958769)(423,214.05) = $12,898.08

MOBILIZATION		$27,299.44
TRAFFIC CONTROL BID ITEMS		12,898.08
DRAINAGE BID ITEMS		423,214.05
BID ITEMS ATTRIBUTABLE TO DRAINAGE		$463,411.57
ANTICIPATED ADD. ITEMS		
ADDED SAW CUTS	800.00	
REBUILD SWR OVER PIPE	2000.00	2,800.00
SUBTOTAL		$466,211.57
CONTINGENCIES [4.5%]		20,979.52
ENGINEERING [8%]		37,296.93
BASIS FOR COMPUTATION OF CITY SHARE		$524,488.02

CITY SHARE 47% OF 524,488.02 = $246,509.37

1525 2

December 13, 1982

City of Albany
City Hall
Albany, OR 97321

AGR 4-1

Attention: D. Gary Holliday
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 1525

Gentlemen:

Attached for your files is a fully executed copy of a Construction-Finance Agreement for a Cooperative Improvement Project for improvements to the Lyons and Ellsworth Streets Section of the Albany-Corvallis Highway, No. 31.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

1575

31 N

DES 16

INTEROFFICE MEMO

STATE OF OREGON
ROAD DESIGN SECTION

DATE: December 1, 1982

TO: Ken Karnosh (Albany)
Project Manager

FROM: Donald B. Adams
Final Design Supervisor

SUBJECT: Lyons and Ellsworth Streets (Albany)
Albany-Corvallis Highway
Linn County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9222-00	Ellsworth Street	Centerline	Profile Grade
9222-01	Ellsworth Street	Centerline	Subgrade
9222-02	Lyons Street	Centerline	Profile Grade
9222-03	Lyons Street	Centerline	Subgrade

RECEIVED
DEC 06 1982
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

Attachments

cc: Jim Grassman

Contains Recycled Material

9575

22-1015

B

November 24, 1982

NOTE
E. S. HUNTE

Linn County Board of Commissioners
PO Box 100
Albany, OR 97321

Gentlemen:

The award of the contract for storm sewer replacement and resurfacing on Lyon and Ellsworth Streets in the City of Albany has been rescheduled for the December 16, 1982, bid letting. This was done because an addendum letter to the bidding documents had not been received by some of the contractors who were prospective bidders. This addendum letter contained a number of provisions which would ease the impact of the construction work on the local business community.

We can understand the concern of those in business directly adjacent to the project. Street construction is disruptive to traffic flow and access, but this will occur regardless of when the work takes place. It is not possible to predict what the economic conditions will be a year from now, and the impacts could very easily be more critical at that time. The condition of these streets requires that the work be done, and we feel it is advantageous to proceed as quickly as possible.

The concerns of the business community will be brought to the attention of the successful bidders at our preconstruction meeting. We will do everything we can to assure reasonable cooperation through stage construction and frequent contact with those affected. We believe that a satisfactory operation can be developed and that the overall impacts can be minimized.

I hope this will alleviate your concerns over the project and clarify our position. We cannot eliminate disruption, but we will do our best to keep access open and cooperate with the community as much as possible.

Sincerely,

C. O. Fredrickson, P.E.
REGION 2 ENGINEER

COF/rgb

cc: City of Albany

bc: Ed Hunter w/attch.
K. Karnosh "

RECEIVED
TECHNICAL SERVICES
NOV 26 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

City of Albany

CITY MANAGER'S OFFICE

November 19, 1982

REGION 2 ENGINEER
RECEIVED
NOV 22 1982
FILE
[✓ RE] F [✓ RCE] [✓ RME] RTE dc
GEO ENV ☒

Mr. C. O. Fredrickson
Region 2 Engineer
Highway Division
2960 East State Street
Salem, OR 97310

Dear Chuck:

The City Council, as expected, received a request from the Albany Downtown Association to seek a delay in the Lyon and Ellsworth reconstruction project. After hearing the request, receiving public comment both in support and opposition as well as Bob Jackson's and my report, the Council took no action. By that I mean, there was no motion made by any member of the Council to request the Highway Division to do anything. It was the Council's understanding that no action by the Council was proper if the Council believed the project should proceed in accordance with your current plans.

I think it is important that prior to the commencement of any work a meeting be held at which the contractor, the Albany Downtown Association, the City, and division representatives including the individuals immediately responsible for this project are all present. I think this face-to-face meeting will provide the necessary opportunity to further discuss the operational considerations which are important to the local business community and which I believe the contractor should be fully aware before beginning work. This meeting should take place in Albany. Will you please make the arrangements at an appropriate time.

Sincerely,

Bill

William B. Barrons
City Manager

ldh
pc: Phil Stearns, State Highway Department
Bob Jackson, Public Works Director

P. O. BOX 490 • ALBANY, OREGON 97321 • (503) 967-4311

AN EQUAL OPPORTUNITY EMPLOYER

LINN COUNTY
BOARD OF COMMISSIONERS
P.O. Box 100, Albany, Oregon 97321
Telephone 967-3825

COMMISSIONERS
JOEL D. FOSDICK, JR.
DAVE COOPER
STEVEN DRUCKENMILLER

ADMINISTRATIVE OFFICER
WILLIAM L. OFFUTT

November 17, 1982

REGION 2 [illegible]
REC[illegible]
[illegible] 1982
FILE
RE RCE ENV FS
dc

C. O. Fredrickson
Region 2 Engineer
State Highway Division
2960 E. State Street
Salem, OR 97310

Dear Mr. Fredrickson:

The Linn County Board of Commissioners most earnestly requests that the Highway Division delay the sewer line placement and paving of Lyon and Ellsworth Streets in Albany for one year. It is our understanding that bids are to be opened for this project on Thursday, November 18, 1982. Given what the Board of Commissioners views as a potential disaster to the downtown Albany business community as a result of the tying up of traffic and the associated delays with vehicle movement through the downtown area, it is quite probable that many of the businesses located in the area will suffer extreme economic hardship to say the least and many may possibly be forced to close their doors due to lack of business.

Your consideration and prompt action on this request will be appreciated.

Sincerely,

LINN COUNTY BOARD OF COMMISSIONERS

Joel D. Fosdick, Jr.
Joel D. Fosdick, Jr.

Steven Druckenmiller

brm

7575

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-10(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 20136

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/23/82
8. FEDERAL ROUTE NUMBER Primary 10
9. STATE ROUTE NUMBER Primary 31

10. GENERAL LOCATION:
Lyons and Ellsworth Sts. (Albany) Section

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$12,300
Thermoplastic Pavement Markers S.F	$700
Roadside Seeding & Mulching S.F.	$500
Asphalt Cement Adjustment	$11,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11/22/82 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,301,124 Federal Funds $936,072.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $89,295 Federal Funds $78,713)

RECEIVED
STATE HWY ENGR
DEC 2 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

14. DATE 11/23/82
15. SIGNATURE OF APPROVING OFFICIAL G.K Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

B

22-1494

INTEROFFICE MEMO

378-2626

STATE OF OREGON
Highway Division - Region 2

TO: Jack Sullivan
SPECIFICATIONS ENGINEER

DATE: November 16, 1982

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

ORIGINAL SIGNED BY
GERALD W. WIMER

SUBJECT: Revision Letter One
Lyons and Ellsworth Section
Albany - Corvallis Highway

Thanks to Art Brummitt, Tom Bricher, and you for the Revision Letter One responding to the concerns of the Downtown Albany Merchants Association.

I believe this letter does as much as reasonably possible to alleviate the effect of construction on the downtown merchants. However, they believe the project should be postponed because of business conditions, particularly the competition of a new shopping center in the easterly part of town to open in the Spring. They are carrying their request to the City Council meeting scheduled for Wednesday evening, November 17.

GW/rgb

cc: W. E. Schwartz ✓
E. S. Hunter
John Early
Ken Karnosh

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 16 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

1575

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-10(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20136

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 10/27/82	8. FEDERAL ROUTE NUMBER Primary 10	9. STATE ROUTE NUMBER Primary 3

10. GENERAL LOCATION:
Lyons and Ellsworth Sts. (Albany) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain, high type pavement and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Permanent Pavement Marking S.F.	$12,300
Thermoplastic Markers	700
Roadside Seeding & Mulching	500
Asphalt Cement Adjustment	11,000
Traffic Signal Turn on	1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/25/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,211,829 Federal Funds $857,359.

A signed copy of the Title Sheet is returned herewith.

14. DATE 10/27/82	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
Highway Division - Region 2

[illegible]-1494

INTEROFFICE MEMO

378-2626

TO: D. E. Swan
OPERATION PROGRAMMING ENGINEER

DATE: September 22, 1982

FROM: Phillip O. Stearns Phillip O. Stea
REGION FEDERAL AID SPECIALIST

SUBJECT: Lyons & Ellsworth Streets (Albany)
Albany - Corvallis Highway
Linn County

The subject project is presently scheduled for bid letting October 28, 1982. The estimated cost is $1,482,000.

Included in the estimate are storm sewer costs in the vicinity of $600,000. Placement of the system is necessary due to the poor condition of the existing sewer pipe, its joint use with the sanitary sewer, and the pipe is undersized and inadequate.

The City of Albany has intentions of replacing the system in two or three years with federal grant monies. At this time, the City does not have funding capability in the $600,000 range. The City has stated they can contribute $350,000 to the project.

Some of the storm drainage is attributable to the highway's function and is our responsibility. The exact amount has not been determined.

In view of the fact that Albany's intentions are to replace the system in the near future, it seems prudent and in the best interest of the public to include the storm sewer replacement with our overlay project. The City can contibute $350,000 toward the project, which will reduce the total cost to $1,132,000.

The highway user would benefit from an adequate drainage system and would have early use of the overlay project. We would also have the benefit of the prevalent lower bids.

Region Office recommends we proceed with the project and accept Albany's contribution of $350,000 as their share of the costs.

If concurrence is obtained, please expedite preparation of an agreement to present to the City of Albany.

POS/rgb

Contains Recycled Materials

Lyons & Ellsworth

Cost of Drainage Items
from Spec Est Dated
9-22-82

$ 406,273
x 120% Est
487,527

[illegible]
[illegible]

[illegible]
[illegible]

$487,527 [illegible] [illegible]

[illegible] [illegible] [illegible]

Lyons and Ellsworth 42' × (128 + [illegible] + 54) + 42(100×[illegible] + [illegible]) =

1,[illegible]31 ft² + 1,008 ft² = = ,216,100 ft²

1st Ave 42 ([illegible]) = 14,[illegible]

2nd Av [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

-1494

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: D. E. Swan
OPERATION PROGRAMMING ENGINEER

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Region Office recommends we proceed with the project and accept Albany's contribution of $350,000 as their share of the costs.

If concurrence is obtained, please expedite preparation of an agreement to present to the City of Albany.

POS/rgb

9-22-82 copy to Adams, he will break out quantities for City responsibility.

Contains Recycled Materials

9575

31

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 5

TO: ~~L. E. George~~
~~Traffic Engineer~~

Attn. Dwayne Hofstetter

DATE: August 25, 1982

From: George Wills
Field Location Engineer

Subject: Lyons and Ellsworth Street
(South Lyon Ramp Widening)
Albany-Corvallis Highway
Linn County

Art ✓
Tom ✓
Jb

3 Myers acq. ✓
1 A
2 Sullivan JWS

RECEIVED
AUG 25 1982
ROAD DESIGN
SECTION

The Region has proposed to add widening of South Lyon Ramp to the subject project.

Please evaluate the proposal and advise per G. W. Wimer's transmittal letter of August 24, 1982. Enclosures noted in that letter are attached for your reference.

GCW:ja

Attachments

cc J. H. Versteeg
Frank E. Terpin
G. W. Wimer
Ken Karnosh
Phil Lewellyn

REFERRED TO
Beard ___ Staudenmeyer ___
Cole ___ Mann ___
Erikson ___ Watson ___
[illegible] ___ Dorn ___ Lau ___
Return Discuss Do File Due ___
BY FINAL DESIGN ENGINEER

Proposal denied
by LE George
by Dave
by [illegible] 9-2-82 letter to follow
to [illegible].
Cole

81-123-1387

REGION II REVIEW

PRELIMINARY PLANS AND SPECIAL PROVISIONS

ROJECT Lyons & Ellsworth Streets (Albany) Sign PLANS (x) SPECIAL PROVISIONS ( )

ENT TO Ken Karnosh, 7-8-82 TO BE RETURNED TO REGION BY 7-26-82
RESIDENT ENGINEER DATE DATE
71-967-2019

ESIDENT ENGINEER COMMENTS:

RESIDENT ENGINEER

EGION OFFICE STAFF COMMENTS: (ROUTE THROUGH THOSE WITH SAME NUMBER TO REGION CONSTRUCTION ENGINEER. USE SEPARATE SHEET IF NECESSARY.)

REGION LOCATION ENGINEER: (1)

Anderson
Adams
Sullivan
Turpin
RECEIVED
AUG 9 1982
ROAD DESIGN SECTION

REGION TRAFFIC ENGINEER: (2)

REGION 2 ENGINEER
RECEIVED
JUL 12 1982
RDE
RE RCE RME RTE RCE
ULE GEO RSO ENV RFE

REFERRED TO
Board Staudenmayer
Cole Main
Erikson Watson
Hager Dorn Lee
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

REGION BRIDGE ENGINEER: ( )

work with Traffic

REGION FEDERAL AID ENGINEER: (3) City would like two continuous lanes on Ellsworth, 9th, Ramp section. ~S

~~REGION GEOLOGIST: ( )~~ 8-24: Called Ken Karnosh, He says he sent Field Data to Region about a week ago. Traffic Sec. making study
L. Shattuck

EGION CONSTRUCTION ENGINEER:

cc Don Adams, J.E. George & Ken Karnosh w/attach. Please incorp this revision into subject plans. Field data for change to be submitted within 2 weeks

A Weiner

31

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Lyons and Ellsworth Streets (Albany)

HIGHWAY NAME: Corvallis-Albany

HIGHWAY NUMBER: 31

REGION 2	ADMINISTRATIVE DISTRICT 4	COUNTY Linn	CITY Albany
LENGTH 0.6	MILEPOST NUMBER 10.55 TO 11.12	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Reconstruct Lyons and Ellsworth Streets from First to Ninth Streets in the City of Albany. The existing crown slope runs from 5 to 6% which is excessive before the addition of new pavement; therefore, it is proposed to excavate the existing surfacing a sufficient depth to allow for new surfacing material that will result in a normal crown section using the existing curb.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Turpin
Trout
4 Wakerlig

RECEIVED
OCT 29 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 (12,000 each way)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 25

DESIGN STANDARDS: 3-R

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

Location Engineer
Date 10/21/81

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 13'	2 - 13'
SHOULDERS	n/a	— —
MEDIANS	n/a	— —
PARKING LANES	2 - 8'	2 - 8'
SIDEWALKS	n/a	n/a
BIKEWAYS	n/a	— —
INTERCHANGES	n/a	— —
OTHER:	n/a	

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☒	☐	☐

Type ____

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT–OF–WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	____ (Region)	____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C Pavement	4"	Feather
Base - CTB	12"	

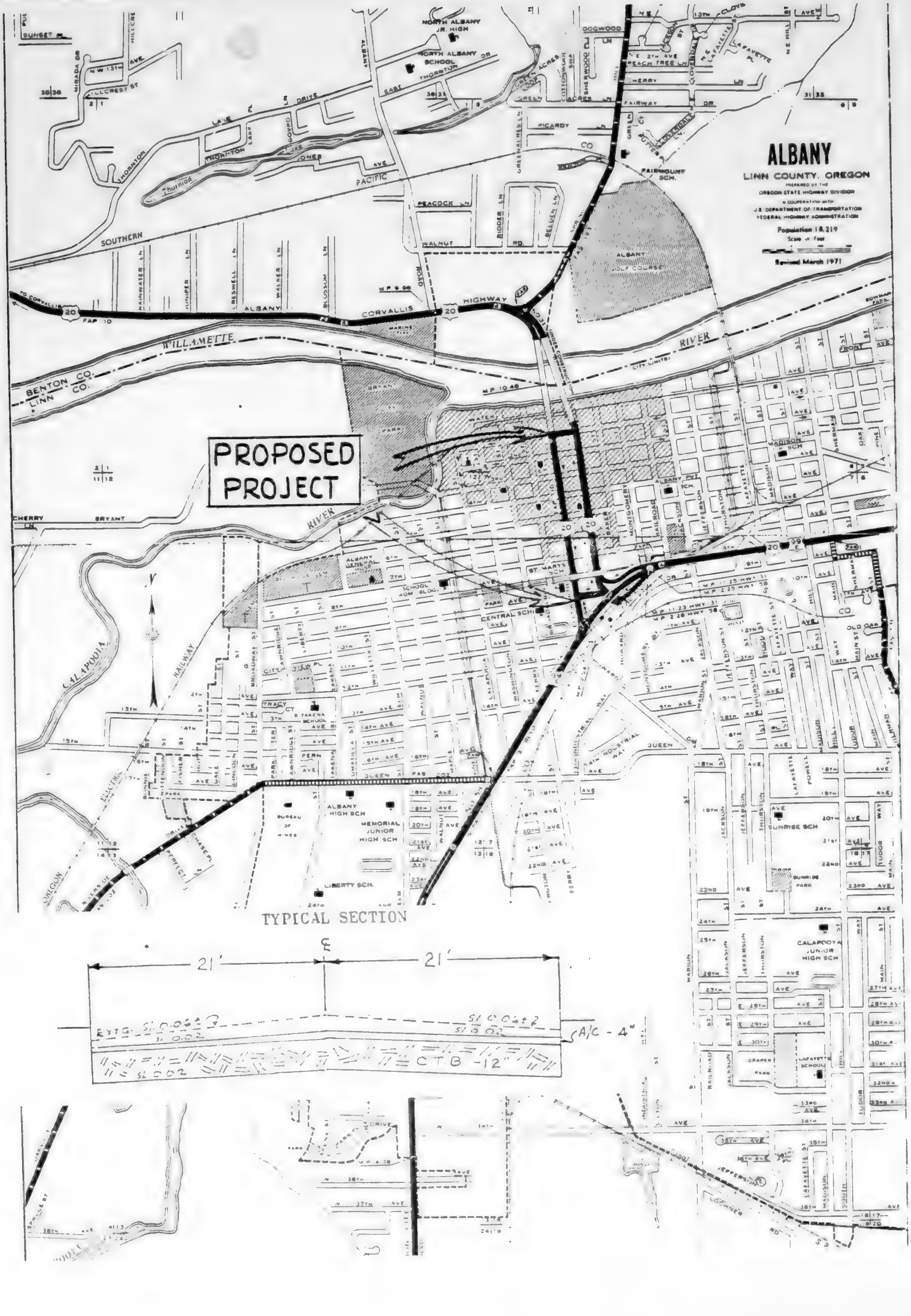
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING ....8000...(901)...........		23.000
RIGHT OF WAY		
TRAFFIC CONTROL		45.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	572,000	572.000
OTHER ____________________		
ENGINEERING & CONTINGENCIES		228.000
PROJECT TOTAL	800,000	868.000

SUBMITTED BY ______________________________


ALBANY
LINN COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 18,219
Scale in Feet
Revised March 1971
PROPOSED PROJECT
WILLAMETTE RIVER
BENTON CO.
LINN CO.
CALAPOOIA
CORVALLIS HIGHWAY
SOUTHERN PACIFIC
ALBANY GOLF COURSE
FAIRMOUNT SCH.
NORTH ALBANY JR. HIGH
NORTH ALBANY SCHOOL
ALBANY GENERAL HOSP.
CENTRAL SCH.
MADISON SCH.
ALBANY HIGH SCH.
MEMORIAL JUNIOR HIGH SCH.
LIBERTY SCH.
SUNRISE SCH.
CALAPOOYA JUNIOR HIGH SCH.
LAFAYETTE SCHOOL
TYPICAL SECTION
21'
℄
21'
EXTG. Sl. 0.06±?
Sl. 0.02
Sl. 0.06±?
Sl. 0.02
A/C - 4"
C.T.B. - 12"
Sl. 0.02

1982 SE Stark St.-SE Division 9577
St. Sec. of SE 242nd Dr. in E.
Ptld. (Grad, Pav, & Traffic Sig.)

C+A 7633 5-5-82

Smead®
No. 2-152-5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, OH
MCGREGOR, TX-LOCUST GROVE, GA
U.S.A.

9577

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 145153
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5587	DATE 4/13/87	VENDOR NUMBER 0001022702-00

Multnomah County
2115 Morrison ST
Portland OR 97214

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09577-000	L02	1000			844010	03	$5,194.12
617	C09577-001	L01	1000			844010	03	193.55
617	C09577-010	L01	1000			844010	03	776.67
617	C09577-011	L02	1000			844010	03	1,165.31
617	C09577-021	L02	1000			844010	03	6,134.00

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

FOLD

DESCRIPTION:

Final Settlement
IX 9877 (4) (5) C09577
S.E. Stark ST - S.E. Division

See attached itemized statement

AMOUNT DUE: $13,463.65

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL PRICE

TOTAL AMOUNT DUE $13,463.65

GARY ZEHNER 378-6011

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
TA UNIT ___ PROGRAM UNIT ___
APR 15 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

1577

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: February 6, 1987

COUNTY: Multnomah AGREEMENT NO: 7633 PROJECT NO: IX-9877(4)(5)

CONTRACT NO: 9577 SECTION: SE Stark St.-SE Division St., SE 242nd Dr.

PRELIMINARY ENGINEERING (PREFIX NO. 726-1933 & 426-1946):

Project Manager	$ 749.55
Work by County	14,666.43
Final Design	966.31
Traffic Section	836.49
Audit Expense	248.04
Engineering Graphics	41.40
Program Section	470.35
Specifications	2,152.70
Administrative Services	23.96
Environmental Section	98.96
R/W Utility Engineer	37.33
Surfacing Design Engineer	1,877.42
Total P.E. Cost	$ 22,168.94

CONSTRUCTION (PREFIX NO. 326-1061, C426-1040 & C9577):

Payment to Contractor (Non-Partic. $777.02)	$ 562,927.11
Credit for Liquidated Damages	(4,350.00)
SFO #1 Permanent Striping	3,926.57
SFO #3 Signal Controller Testing	4,590.04
Construction Engineering (Non-Partic. $0.35)	2,921.66
Work by County	76,375.91
Interest on Final Payment (Non-Partic.)	193.55
Audit Expense	155.13
Program Section	70.32
Salem Lab	3,347.52
Portland Lab	1,136.46
Technical Services	724.65
Construction Branch	1,020.82
EEO Monitoring	120.04
TOTAL CONSTRUCTION COST	$ 653,159.78

SUMMARY

TOTAL P.E. COST	$ 22,168.94
TOTAL CONSTRUCTION COST	653,159.78
TOTAL PROJECT COST	$ 675,328.72
LESS FEDERAL FUNDS:	
P.E.	(18,843.60)
CONST.	(554,361.12)
COUNTY SHARE	$ 102,120.00
CREDIT FOR P.E. WORK BY COUNTY	$ (2,199.96)
CREDIT FOR CONST. WORK BY COUNTY	(11,456.39)
LESS CONST. ADVANCE DEPOSIT 12-6-82	(75,000.00)
AMOUNT DUE FROM COUNTY	$ 13,463.65

GEZ:bkb
cc: J. Henry
W. Schulte
LPG Files

JC cc: OSHD (Rulien

STATE COPY ✓

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. !	REPORT NO. @	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT February 3, 1986	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9877(5)
COMPLETION DATE (Actual) October 10, 1983	ACCEPTANCE DATE BY CONRTACT AGENCY July 5, 1985	TIME ELAPSED 140 days %	CONTRACT TIME 90 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. E. STARK ST. - S. E. DIVISION ST.
S. E. 242ND DRIVE
Grading, Paving & Signals

This project provided for substantial revision to the existing geometrics of the existing intersection requiring grading, paving, and signal modification.

The contractor used 130 days to complete the work. The State granted a time extension of 11 days due to additional work. Liquidated damages were charged for 29 days @ $150.00 per day. The final project cost is $619,653, 16 percent over the original authorization.

- TPL -

RECEIVED
STAT HWY ENGR
FEB 11 '86
REFER TO
Fredrickson
FO.
Info | Inves | R/D | | Sign | Act | File

NOTED
W. E. SCHWARTZ
by 2/13

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE [illegible]		SIGNATURE Original Signed By [illegible] HOSSNEF	
TITLE Area Engineer	DATE FEB - 7 1986	TITLE Field Operations Engineer	DATE FEB 10 1986

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

MEYER, SEIFER & STEWART, P.C.
ATTORNEYS AT LAW
1000 WILLAMETTE CENTER
121 S. W. SALMON STREET
PORTLAND, OREGON 97204-2986

PAUL R. MEYER
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG*
JAN D. SOKOL
MICHAEL J. CARO
SUSAN G. WHITNEY
RODNEY R. MILLS
ROGER A. LENNEBERG*
*ALSO ADMITTED IN WASHINGTON

TELEPHONE 221-0000
AREA CODE 503

January 17, 1986

CERTIFIED MAIL - Return
Receipt Requested

Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen,
Commission Services

sent to Jackamond in constrn per RWG per Sollis

Re: OSHD Contract No. 9577
Claim of Defective Administration & Supervision

Ladies and Gentlemen:

This office represents Oregon Asphaltic Paving Co., prime contractor on the referenced contract, which was for grading, paving and signals of the S.E. Stark Street to S.E. Division Street section of 242nd Drive, Multnomah County.

Enclosed is correspondence which our client has received from the attorneys for its subcontractor, Frady Construction Company, which constitutes your notice of claim of defective administration and supervision.

Very truly yours,

MEYER, SEIFER & STEWART, P.C.

Daniel J. Seifer

Enclosures

cc David B. Frohnmayer,
Attorney General - (certified mail)

RECEIVED
1986

JAN 21 '86

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

*OREGON AND WASHINGTON BARS

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO EUGENE OFFICE

GEORGE V. EIGHMEY
ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

January 10, 1986

6130.36

JAN 16 1986

Mr. Orin W. Adams
President
Oregon Asphaltic Paving Co.
P. O. Box 16537
Portland, OR 97216

Re: Claim of Defective Administration and Supervision
OSHD Contract 9577
Our Subcontract Dated December 30, 1982

Dear Orin:

Confirming our telephone conversation of December 26, 1985, this firm represents Frady Construction Co. Please be advised that our client believes it experienced defective direction and supervision by Multnomah County on the above project in that they were directed by the County to block access to the premises at 24307 SE Start Street, which did business under the name of Sweet Sun Ice Cream.

As a result of that blockage of access, a lawsuit was filed by the owners of the ice cream company against our client, which we are defending. If any damage was in fact suffered, we believe that such damage is recoverable under the terms of our subcontract with you and your contract with the State. If you have any questions about this, please feel free to give me a call. We assume that you intend to pass this notice of claim on to the State.

Very truly yours,

Charles R. Schrader

jcc

cc: Frady Construction Co.

N

August 1, 1985

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9577

On July 15, 1985, we wrote to you concerning release of final payment on Contract No. 9577 awarded to Oregon Asphaltic Paving Co. for work on S.E. Stark Street-S.E. Division Street Section of 242nd Drive in Multnomah County.

Final payment on this contract is $5,031.78 and the total contract amount is $563,608.89. No work was performed under force account.

Robert N. Cornsen
COMMISSION SERVICES

ss

cc: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

95

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-166 PROJECT REPORT NUMBER MODIFICATION NUMBER	U.S. Department of Transportation Federal Highway Administration **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Multnomah Project Number IX-9877(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 615,000.00	$ 655,921.00
Federal funds	522,749 $ ~~401,602.00~~(580)	522,749.00 (580) $ 34,782.00 (177)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 11, 1985

FEDERAL AID PROJECT NO. IX-9877(5)

S.E. STARK ST.-S.E. DIVISION ST. SECTION
S.E. 242ND DRIVE (GRESHAM)
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
ROADWAY (STA. 24+12.43 TO STA. 38+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Signs	$ 8.00	152	$ 1,216.00	400	$ 3,200.00
Flagmen	25.00	500	12,500.00	637	15,925.00
Cl. "B" or Cl. "C" Asph. Conc. Mix	15.54	3,500	54,390.00	3,552	55,198.00
8" Sewer Pipe (PA 2)	18.60	240	4,464.00	298	5,542.00
Conc. Inlets Type CG-3 Mod.	558.00	5	2,790.00	6	3,348.00
4" Conc. Walks (PA 2)	10.78	400	4,312.00	668	7,201.00
6" Conc. Driveways (PA 2)	14.37	250	3,592.50	308	4,425.50
Conc. Curbs (PA 2)	3.29	1,170	3,849.30	1,652	5,435.30
PA 8 Filter Fabric	1.17	---	---	11,200	13,104.00
			$ 87,113.80		$113,378.80

Increase	$	26,265.00
Subtotal as on estimate of June 14, 1984		420,164.08
Subtotal	$	446,429.08
Engineering		66,964.92
Total	$	513,394.00

Type Code Y031
Traffic Signals

Total the same as previous estimate of June 14, 1984 $ 142,527.00

Length of Roadway 0.0 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	County Funds
Roadway	580	$ 472,473.00	$ 401,602.00	$ 70,871.00
Roadway	177	40,921.00	34,782.00	6,139.00
Signals	580	142,527.00	121,147.00	21,380.00
Total		$ 655,921.00	$ 557,531.00	$ 98,390.00

Group 1	100%
Contract No.	9577
Prefix:	726-1933 P.E.
Prefix:	326-1061
Prefix:	426-1040

DDB:bkb

577

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6-321.		County Multnomah
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-19-84	Project Number IX-9877(5)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 533,337.00	$ 615,000.00
Federal funds	$ 453,335.00	$ 522,749.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of June, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Holmes

For Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 14, 1984

FEDERAL AID PROJECT NO. IX-9877(5)

S.E. STARK ST.-S.E. DIVISION ST. SECTION
S.E. 242ND DRIVE (GRESHAM)
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
ROADWAY (Sta. 24+12.43 to Sta. 38+00)

Subtotal of previous estimate of December 8, 1982	$ 344,326.30

Previous Estimate

General Excavation	5,600	Cu. Yd.	5.05	28,280.00
Bituminous Base Mixture	6,500	Ton	15.54	101,010.00
Asphalt in Bituminous Base	350	Ton	166.00	58,100.00
				$ 187,390.00

Revised Estimate

General Excavation	8,768	Cu. Yd.	5.05	43,823.90
Bituminous Base Mixture	7,272	Ton	15.54	113,006.88
Asphalt in Bituminous Base	397	Ton	166.00	65,902.00
1"-0 Aggregate (PA #6)	5,785	Ton	7.00	40,495.00
				$ 263,227.78

Increase	$ 75,837.78
Subtotal	420,164.08
Engineering	52,308.92
Total	$ 472,473.00

TYPE CODE Y031
TRAFFIC SIGNALS

Total the same as previous estimate of December 8, 1982	$ 142,527.00

Length of Roadway ------------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 472,473.00	$ 401,602.00	$ 70,871.00
Signal	142,527.00	121,147.00	21,380.00
Total	$ 615,000.00	$ 522,749.00	$ 92,251.00

Group 1: 100%
Contract No. 9577
Prefix: 726-1933
Prefix: 326-1061

RHZ:me

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-148	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 1-12-83	State Oregon County Multnomah Project No. IX-9877(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. Stark St.-S.E. Division St.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-27-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT $ 533,337.00	FEDERAL FUNDS $ 453,335.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting
Program Management Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JAN 12 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 8, 1982

Federal-Aid Project
No. IX-9877(5)

S.E. Stark St.-S.E. Division St. Section
S.E. 242nd Drive (Gresham)
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 24+12.43 to Sta. 38+00)

Mobilization			All Required	$ 3,000.00
Temporary Protection and Direction of Traffic			All Required	4,000.00
Temporary Signs	152	Sq. Ft.	8.00	1,216.00
Temporary Barricades	10	Each	80.00	800.00
Flagmen	500	Hour	25.00	12,500.00
Removal of Structures and Obstructions			All Required	4,530.00
General Excavation	5,600	Cu. Yd.	5.05	28,280.00
Extra for Pavement Removal	10,750	Sq. Yd.	1.03	11,072.50
Watering	200	M-Gal.	10.00	2,000.00
Bituminous Base Mixture	350	Ton	166.00	58,100.00
Class "B" or Class "C" Asphalt Concrete Mixture	3,500	Ton	15.54	54,390.00
Asphalt Cement in Mixture	210	Ton	166.00	34,860.00
8-inch Sewer Pipe	240	Lin. Ft.	18.60	4,464.00
Concrete Inlets, Type CG-3 Modified	5	Each	558.00	2,790.00
Setting Monument Boxes	1	Each	75.00	75.00
4-inch Concrete Walks	400	Sq. Yd.	10.78	4,312.00
6-inch Concrete Driveways	250	Sq. Yd.	14.37	3,592.50
Concrete Curbs	1,170	Lin. Ft.	3.29	3,849.30
Extra for Asphalt Approaches	6	Each	100.00	600.00
Extra for Asphalt Walks	150	Sq. Yd.	2.70	405.00
Adjusting Manholes	8	Each	310.00	2,480.00
				$338,326.30

Anticipated Items

Permanent Pavement Striping	All Required	$ 6,000.00
	SUBTOTAL	$344,326.30
	Engineering	46,483.70
	TOTAL	$390,810.00

Type Code Y031
Traffic Signal

Traffic Signal Installation Complete	All Required	$121,350.00
		$121,350.00

Anticipated Items

Signal Controller Testing	All Required	$ 2,175.00
"OPTICOM" Testing	All Required	1,050.00
Signal Turn-On	All Required	1,000.00
		$ 4,225.00
	SUBTOTAL	$125,575.00
	Engineering	16,952.00
	TOTAL	$142,527.00

Length of Roadway ------------ 0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$390,810.00	$332,188.00	$58,622.00
Signal	142,527.00	121,147.00	21,380.00
TOTAL	$533,337.00	$453,335.00	$80,002.00

Group 1 100%
Contract No. 9577
Prefix: 726-1933
Prefix: 326-1061

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9877(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20033

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE June 11, 1985

8. FEDERAL ROUTE NUMBER FAU 9877

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

S. E. Stark St. - S. E. Division St.

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 6-11-85 the Program Change "adding appropriation code 177" to the subject project is approved.

14. DATE 6/14/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: June 11, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20033
Project No. IX-9877(5)
S.E. Stark St.-S.E. Division St. (Gresham)
County Street
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds available for use on March 13, 1985, and will require the following revision:

1) Appn Code: Add 177.

Revisions in financing are as indicated on the attached modification agreement.

DDB:bkb
Attachment
cc: R. Oakes
W. Schulte
J. Peterson
General Files

Form 734-3122

July 25, 1984

CON

Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, Oregon 97233

Time Extension Request
SE Stark St.-SE Division St.
Contract No. 9577
FAP No. IX-9877(5)

Your request for an additional 40 calendar days of contract time in which to complete the above project has been carefully reviewed. You requested an unspecified amount of added time due to performance of additional quantities of work, the removal of additional wood poles, and delay by Northwest Natural Gas Company.

A review of project records indicates that the performance of additional quantities of work and the additional wood pole removal delayed the project by 11 calendar days. A contract time adjustment of an additional 11 calendar days is granted for performance of this additional work. Section 105.06 of both the Special Provisions and the Standard Specifications advise the contractor that utility adjustments may be performed during the life of the contract. The relocation work done by Northwest Natural Gas Company was not beyond that to be expected and your request for additional time for this reason is denied.

The adjusted contract time for completion of this project is September 11, 1983. There remains 29 calendar days of liquidated damages under this contract.

Should you wish to submit additional data, or to review this matter further, please contact Project Manager Richard J. Westrup.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc	H. S. Coulter	
	C. O. Fredrickson	
	Al Harwood	w/att.
	Mike Smith	w/att.
	Richard J. Westrup	w/att.
	FHWA	w/att.
	Bruce Walton	

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 19, 1984

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: SE STARK/SE DIVISION STREET
(242nd DRIVE)
Contract No. 9577

Attached is a "Contractor's Request for Adjustment of Contract Time", in which he asks for an extension from August 31, 1983 to October 10, 1983. He lists three reasons for the extension of time.

Richard Westrup of Multnomah County has analyzed the three requests in his two letters dated April 18, 1984, and May 16,1984, and recommends a 7 day 8 day extension. Mike Smith has reviewed Multnomah County's recommendation and concurs in the 7 day extension. The analysis seems reasonable to me and I also concur in the 7 day time extension.

7-23-84

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 8 work days X 1.4 = 11 calendar days for performance of added and additional work.

Jackmond

MC/gw
Attachment

CE...... CAE...... RECEIVED LS...... TC......
COE...... OM...... SA...... CC......
CA.......... JUN 21 1984 FE..........
CAM.......... MA..........
CP.......... CONSTRUCTION OCS..........
EEO.......... SECTION FILE..........

81-125-1307

7-31-81
16W-21

Narrative Report

Project: S.E. Stark Street to S.E. Division Street
Highway: S.E. 242nd Drive
Contract No.: 9577 Prefix 326-1061 F.A.P. No. IX-98779(5)

Oregon Asphaltic Paving Co., was the Prime Contractor on this project. The 90 day Calendar Day Count was started on this project June 3, 1983, with a completion time limit of August 31, 1983. Prior to the start of the Calendar Day Count, P.A. No. 1 was written, allowing the contractor to clear the right-of-way adjacent to the traveled road and to allow the electrical sub-contractor (Grazell Electric) to do their off road work as far as signalization goes. Pour pole bases, control box bases, etc. anything they could do that would not interfere with the flow of traffic. No time would be charged against the project under this P.A. and it was hoped would help expedite the project once the road construction started. The contractor started clearing on May 9, 1983, with the utilities following behind relocating their facilities. N.W. Natural Gas, however, was still relocating their line up until June 15, 1983. This, along with extremely heavy traffic, considerably slowed the contractors excavation process. One excavation started it was discovered that we had an extremely soft sub-grade and with rainfall two to three times above normal during June and July, it soon became apparent that it would be impractible to proceed with the original road bed design. It was then decided to excavate an additional 4-inches below the original sub-grade, lay filter fabric, add 6-inches of rock, and eliminate 2-inches of bituminous base. Time and facilitating traffic movement was of the essence in making this decision. All the road work, excavation, rocking, paving, drainage, curbs, concrete flat work, etc. were completed on this project within the time limit allowed, with the exception of two curb radiuses which could not be poured until two wood poles, which were holding the power supply to the existing traffic signals, could be moved. The poles were moved on September 3rd, and the curb radiuses poured, running the prime contractors time over the contract time alloted by three days. However the sub-contractor doing the signalizaton work had trouble with his suppliers resulting in the late delivery of materials which led to an overrun of days on this project totaling 40 days of liquidated damages. A request for a time extension was asked for by the contractor based on the material delivery delay and was denied. Another request for a time extension based on errors in the original quantities, the change in the road bed design, and extensive soft spot excavation is being reviewed.

The Traffic Control designed for this job should have been adequate, but because of bad weather sections of the road had to be left to cure and the contractor had to move to various other sites on the project to work. Utilities working in the road also caused a lot of problems in traffic control in a very congested area. This all resulted in a considerable overrun in Temporary Signing, Barricades and in flagging time.

Richard J. Westrup
Richard J. Westrup
Project Manager

1 Versteeg ✓
Anderson A
2 Adams
4 [illegible]
7 Edwards
Turpin
Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	S.E. Stark Street to S.E. Division Street	Contact No.:	9577
Highway:	S.E. 242nd Drive	Prefix:	326-1061
County:	Multnomah	F.A. No.:	IX-9877(5)

Item	Contract Amount	Final Cost	% Diff
Bid Items	$459,676.30	$557,305.56	+21%
Contingencies	21,145.56	25,549.25	+21%
Engineering	49,291.12	68,300.00	+39%
Liquidated Damages	0	-6,000.00	-100%
Credits	0	-41,957.06	-100%
Total	$533,337.98	$619,653.19	+16%
	619,637.98 *		

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Amount	Final Cost	%Diff
3	Temporary Signs-Sq. Ft.	$1,216.00	$3,200.00	+163%
4	Temporary Barricades-Each	800.00	2,560.00	+220%
5	Flagmen - Hour	12,500.00	15,925.00	+27%
7	General Excavation-Cu. Yd.	28,280.00	44,286.00	+57%

* Increase Authorized 6-19-84
78

Highway: S.E. 242nd Drive Contract No.: 9577

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Amount	Final Cost	%Diff
10	Bitum. Base Mix. - Ton	$101,010.00	$113,022.00	+12%
11	Asph. in Bitum. Base Mix.-Ton	58,100.00	65,935.00	+13%
12	B or C Asph. Conc. Mix.-Ton	54,390.00	55,212.00	+ 2%
14	8-inch Sewer Pipe-Lin. Ft.	4,464.00	5,543.00	+24%
15	CG-3 Inlets - Each	2,790.00	3,348.00	+20%
17	4-inch Conc. Walks - Sq. Yd.	4,312.00	7,210.00	+67%
18	6-inch Conc. driveways- Sq. Yd	3,593.00	4,427.00	+23%
19	Concrete Curbs - Lin. Ft.	3,849.00	5,438.00	+41%
22	Adjust Manholes - Each	2,480.00	2,790.00	+13%
P.A. No. 2		0	$ 15,051.00	+100%
P.A. No. 5		0	41,546.00	-100%
P.A. No. 6		0	32,823.00	+100%
P.A. No. 8		0	15,093.00	+100%
P.A. No. 10		0	460.00	+100%
P.A. No. 11		0	780.00	+100%

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

AGENDA
JUN 19 1984
CON
14 51

DATE: June 8, 1984

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
SE Stark St. - SE Division St. Section
SE 242nd Drive, Multnomah County
Contract No. 9577

This Interstate Transfer funded project has been completed and it is now apparent that the final cost will exceed the project authorization by $86,300 or 16.2 percent.

Unusually heavy amounts of rainfall during the period that this project was being constructed resulted in unsuitable subgrade material and necessitated revision of the base design to substitute crushed aggregate base material for bituminous treated base material specified in the contract. This allowed construction of the project with much less inconvenience to local residents by allowing traffic to drive on the base rock, expediting project completion and reducing complaints. The revision required additional excavation quantities and added more than $32,800 to the cost of the project.

Covering of the wet subgrade with filter fabric prior to placement of the aggregate material in order to prevent intrusion of undesirable material into the base rock added another $15,000 and will strenghten the roadbed and prevent premature failure of the section.

Southeast Stark Street was widened for a distance of 850 feet easterly from 246th Avenue sufficiently for a left-turn lane and continuous eastbound traffic lanes. This addition was necessary in order to accommodate the new Gresham Hospital complex, and added more than $15,000 to the cost of the project.

Construction engineering costs on the project overran the anticipated amount due to the added work items and because the contract completion date was exceeded by the contractor.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $86,300 to a new total of $619,637.98. This matter will be on the consent calendar for the June 19 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

ac
HSC

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 7, 1984

FROM: C. D. Fredrickson
for O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT:
Request for increase in project authorization
SE Stark St. - SE Division St. Section
SE 242nd Drive, Multnomah County
Contract No. 9577

This Interstate Transfer funded project has been completed and it is now apparent that the final cost will exceed the project authorization by $86,300.00 or 16.2 percent.

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Construction engineering costs on the project overran the anticipated amount due to the added work items and because the contract completion date was exceeded by the contractor.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $86,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
B. M. Walton
Mike Smith
W. F. Cobine
R. J. Westrup

81-125-1387

Contains Recycled Materials

9577

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 11, 1984

In Reply Refer To
File No.:

BEBE RUCKER
Multnomah County
2115 SE Morrison
Portland, OR 97214

REVISION TO MSD AUTHORIZATION
On 242nd Avenue TSM
Stark to Division Project

The attached identifies the need to increase the MSD construction authorization by $69,404 to cover estimated costs. It is recommended this amount be transferred by reducing the reserve on the project. If you agree, would you contact Andy so the TIP can be amended accordingly.

ORIGINAL SIGNED BY
THEODORE A. SPENCE

THEODORE A. SPENCE
Plan & Program Manager

Attachment

cc: Gary Potter
Karen Bunk
Andy Cotugno

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______ ✓
R/W UNIT ______ PROGRAM UNIT
REFER TO ______
FOR ______

DOCUMENTATION OF
ADD IONAL FEDERAL FUNDING REQUIR NT

Project Name: 242nd Ave. TSM (Stark to Division)

Jurisdiction: Multnomah County

Type of Federal Funds: [✓ e(4)] FAU Other ______ State Match __ Local Match ______

Sponsor: Multnomah County

	MSD AUTHORIZATIONS FED. $	ESTIMATED COST FED. $
PE	31,535	31,535
R/W		
Const.	453,335	522,749
Reserve	171,193	
Total	656,063	554,284

TOTAL ADDITIONAL FUNDS NEEDED: -0-

COMMENTS: Estimated construction funds need to be increased by transferring $69,414 from reserve.

RECOMMENDED ACTION: ______

Preparer ______

Date 10/10/84

9577

426-1946
726-1933

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-4-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER PERIOD
FROM 1-27-82
TO 10-26-82

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
IX-9877(4)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
14,666.43 7,502.51	14,666.43 7,502.51	85% 85%	$12,466 .47 6377.13	$12,466.47 6,377.13	0 0
22,168.94	22,168.94	85%	18,843.60	18,843.60	0

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
1/4/84

SIGNATURE OF AUTHORIZED OFFICIAL
Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-20
(Rev. 5-78)

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. Stark St.-S.E. Division St. (Gresham) Section Hogan Drive in Multnomah County					
	Preliminary Engineering Type Code PE					
	Work by Multnomah County	All required			$14,666.43	
	State	All required			7,254.47	
	Total Participating Preliminary Engineering				$21,920.90	
	Misc Project Cost Audit Expense	All required			248.04	
	Total Participating Project Cost				$22,168.94	
	Prepared based on Particpating costs as shown on the Federal Billing as of 1-5-84					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JANUARY 1984        PAGE  824
                                                                             FISCAL            GRAND TOTAL
      DESCRIPTION                   PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE        TO DATE

  PRTLD BIKE&FLEX-TIME PRGM     CONT NO       FA PROJ NOS TOR 1008001 100                                              STATE
                                    726   1931     296       00 N 9     51,761.45CR      108,547.44CR      201,905.98CR
                                    726   1931     298       00 N 9     51,761.45        108,547.44        201,905.98
                                    726   1931     901       00 P 1         18.77             27.30            266.28
                                    726   1931     903       00 P 1                      108,530.97        201,280.31
                                    726   1931     915       00 P 1                                            107.07
                                    726   1931     920       00 P 1                                            246.92
                                    726   1931     921       00 P 1                                             24.17
                                                   TOT       P1             18.77        108,558.27        201,924.75
                                              ** JOB TOTALS **              18.77  **    108,558.27  **    201,924.75  **

  ARTERIAL ST OVERLY PROJ 3     CONT NO     * FA PROJ NOS X1  0000042 100                                              STATE
                                    726   1932     294       00 N 1                                            696.32CR
                                    726   1932     29[illegible]       00 N 9                                         12,492.25CR
                                    726   1932     298       00 N 9                                         12,492.25
                                    726   1932     901       00 P 1                                            273.52
                                    726   1932     903       00 P 1                                         11,605.38
                                    726   1932     905       00 P 1                                            764.78
                                    726   1932     913       00 P 1                                             40.17
                                    726   1932     914       00 P 1                                             16.71
                                    726   1932     915       00 P 1                                            216.52
                                    726   1932     918       00 P 1                                             12.60
                                    726   1932     920       00 P 1                                            148.49
                                    726   1932     921       00 P 1                                          1,573.83
                                    726   1932     922       00 P 1                                             44.77
                                                   TOT       P1                                             14,696.77
                                                   TOT       N1                                                696.32CR
                                              ** JOB TOTALS **                     **                **     14,000.45  **

  SE STARK-SE DIVISION          CONT NO     * FA PROJ NOS X10 9877004 100                                              STATE
                                    726   1933     296       00 N 9 Tr. St.  121.45           98.39CR          7,495.74CR
                                    726   1933     297       00 N 9 "  Co                      9.01            1,113.61
                                    726   1933     298       UU N 9 "  Fed. 121.45CR          89.38            6,377.13
                                    726   1933     901       00 P 1 [illegible]                                   749.55
                                    726   1933     905       00 P 1 [illegible]                                   966.31
                                    726   1933     911       00 P 1 [illegible]                                   836.49
                                    726   1933     915       00 P 1 [illegible]                 248.04              248.04
                                    726   1933     919       00 P 1 Drawing Graphics                               41.40
                                    726   1933     920       00 P 1 Proj. Sec.                                    470.35
                                    726   1933     921       00 P 1 Specs                        83.80CR          2,152.70
                                    726   1933     922       00 P 1 [illegible]                                    23.96
                                    726   1933     923       00 P 1 Env. Sec.                    38.22CR             98.96
                                    726   1933     932       00 P 1 [illegible]                  20.86CR             37.33
                                    726   1933     933       00 P 1 Surfacing [illegible]                         1,877.12
                                                   TOT       P1                                 105.16            7,502.51
                                              ** JOB TOTALS **                     **           105.16  **        7,502.51  **
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                                                                                   FISCAL              GRAND TOTAL
      DESCRIPTION                        PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH      YEAR TO DATE          TO DATE

                                                  TOT     P1                                              1,424.37
                                                  TOT     N9                                              1,424.37CR
                                                ** JOB TOTALS **            **                **                **

 SE 242ND AV/STARK TO DIVISION CONT NO      * FA PROJ NOS X10 9877004 100                                               STATE
                                   426    1946    598      00 N 9                                        12,466.47CR
                                   426    1946    903      00 P 1                                        12,466.47
                                                  TOT      P1                                            12,466.47
                                                  TOT      N9                                            12,466.47CR
                                                ** JOB TOTALS **            **                **                **

  /W RELOC ASSIS ADVIS SV      CONT NO         FA PROJ NOS I   4058036 100                                              STATE
                                   426    1947    598      00 N 9                                        22,802.32CR
                                   426    1947    903      00 P 1                                        22,802.32
                                                  TOT      P1                                            22,802.32
                                                  TOT      N9                                            22,802.32CR
                                                ** JOB TOTALS **            **                **                **

 E BURNSIDE/90TH TO 94TH       CONT NO         FA PROJ NOS X10 9822006 100                                              STATE
                                   426    1948    598      00 N 9                                        24,753.58CR
                                   426    1948    903      00 P 1                                        24,753.58
                                                  TOT      P1                                            24,753.58
                                                  TOT      N9                                            24,753.58CR
                                                ** JOB TOTALS **            **                **                **

 I-5 N CORRIDOR RIDESHARE      CONT NO         FA PROJ NOS X10 0000025 100 XI  0000025 100                              STATE
                                   426    1949    598      00 N 9                      57,746.23CR       97,941.71CR
                                   426    1949    903      00 P 1                      19,804.52         60,000.00
                                   426    1949    903      00 P 2                      37,941.71         37,941.71
                                                  TOT      P1                          19,804.52         60,000.00
                                                  TOT      P2                          37,941.71         37,941.71
                                                  TOT      N9                          57,746.23CR       97,941.71CR
                                                ** JOB TOTALS **            **                **                **

 SANDY BLVD-HENSLEY RD/NE257   CONT NO         FA PROJ NOS X10 9883001 100                                              STATE
                                   426    1950    598      00 N 9      352.28CR        12,447.03CR       50,882.27CR
                                   426    1950    903      00 P 1                      12,447.03         50,882.27
                                                  TOT      P1                          12,447.03         50,882.27
                                                  TOT      N9          352.28CR        12,447.03CR       50,882.27CR
                                                ** JOB TOTALS **       352.28CR**                **                **

 NW PRTLD INTERSEC             CONT NO         FA PROJ NOS X10 0000045 100                                              STATE
                                   426    1951    598      00 N 9                      10,085.07CR       10,085.07CR
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B02 772 BILLING NUMBER 31

OREGON STATE HIGHWAY DEPARTMENT
FHWA BILLING VOUCHER

02/23/84

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1046	1	X10 -9867-005	1129,544.00	1339,278.81	1323,191.07	85.00	1124,712.41	1124,402.30		310.11
326-1046	8	X10 -9867-005	35,000.00	3,356.90	3,320.05	85.00	2,822.04	2,822.04		
		PROJ TOTALS	1164,544.00	1342,635.71	1326,511.12		1127,534.45	1127,224.34		310.11
326-1961	1#	X10 -9877-001	7,360.06	8,591.52	8,581.16	85.77	7,360.06	7,360.06		
>426-1929	2	X10 -9877-001	3,155.74	3,155.74	3,155.74	100.00	3,155.74	3,155.74		
		PROJ TOTALS	10,515.80	11,747.26	11,736.90		10,515.80	10,515.80		
326-2575	1#	X10 -9877-002	16,266.70	19,137.29	19,137.29	85.00	16,266.70	16,266.70		
326-1041	1	X10 -9877-003	235,200.00	273,676.26	273,187.37	85.00	232,209.26	232,209.26		
>426-1034	1	X10 -9877-003	40,000.00	38,365.70	38,365.70	100.00	38,365.70	38,365.70		
		PROJ TOTALS	275,200.00	312,041.96	311,553.07		270,574.96	270,574.96		
>426-1946	1#	X10 -9877-004	12,466.47	12,466.47	12,466.47	100.00	12,466.47	12,466.47		
726-1933	1#	X10 -9877-004	6,377.13	7,502.51	7,502.51	85.00	6,377.13	6,377.13		
		PROJ TOTALS	18,843.60	19,968.98	19,968.98		18,843.60	18,843.60		
>326-1050	1	X10 -9880-002	478,720.38	573,920.34	572,557.38	85.00	486,673.77	478,720.38	7,953.39 B	
>426-1035	1	X10 -9680-002	77,687.62	77,587.62	77,587.62	100.00	77,587.62	77,587.62		
		PROJ TOTALS	556,408.00	651,507.96	650,145.00		564,261.39	556,308.00	7,953.39	
>326-2580	1	X10 -9891-003	63,750.00	74,213.78	73,630.45	85.00	62,585.88	62,585.88		
>326-1966	2#	X10 -9926-002	33,585.91	39,512.84	39,512.84	85.00	33,585.91	33,585.91		
>426-1939	1#	X10 -9926-002								
		PROJ TOTALS	33,585.91	39,512.84	39,512.84		33,585.91	33,585.91		
>326-2571	2	X10 -9926-006	106,250.00	125,000.00	125,000.00	85.00	106,250.00	106,250.00		
326-1043	1	X10 -9926-007	1414,253.00	1564,841.41	1564,271.82	85.00	1329,631.05	1329,631.05		
326-1043	8	X10 -9926-007	90,270.00	8,316.00	8,288.67	85.00	7,045.37	7,045.37		
		PROJ TOTALS	1504,523.00	1573,157.41	1572,560.49		1336,676.42	1336,676.42		
326-1049	1#	X10 -9956-010	38,208.10	44,982.47	44,950.71	85.00	38,208.10	38,208.10		
726-1925	1#	X10 -9956-010	1,409.98	1,658.80	1,658.80	85.00	1,409.98	1,409.98		
		PROJ TOTALS	39,618.08	46,641.27	46,609.51		39,618.08	39,618.08		
326-1040	1	X10 -9956-011	96,882.81	120,270.11	113,979.78	85.00	96,882.81	102,159.47		5,276.66CR
>426-1031	1	X10 -9956-011	18,879.08	18,879.08	18,879.08	100.00	18,879.08	18,879.08		
		PROJ TOTALS	115,761.89	139,149.19	132,858.86		115,761.89	121,038.55		5,276.66CR

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER PERIOD

FROM 10/27/82

TO 2/10/86

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9877(5)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
177	40,920.00	40,920.00	85%	34,782.00	34,782.00	-0-
28	76,375.91	76,375.91	85%	64,919.52	64,919.52	-0-
58	535,863.87	534,893.65	85%	454,659.60	454,659.60	-0-
	653,159.78	652,189.56	85%	554,361.12	554,361.12	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY Oregon

DATE 11/25/86

SIGNATURE OF AUTHORIZED OFFICIAL Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. STARK ST. - S.E. DIVISION ST. SECTION S.E. 242nd DRIVE (GRESHAM) MULTNOMAH COUNTY					
	Construction Type Code Y008 Roadway (Sta. 24+12.43 to Sta. 38+00)					
	Final Contract Payment Summary (580)	Lump Sum			$440,800.09	
SFO#1	Permanent Pavement Striping (Multnomah Co.)(580)	All Required			3,926.57	
	TOTAL PARTICIPATING TYPE CODE Y008				$444,726.66	
	Type Code Y031 Traffic Signal					
	Final Contract Payment Summary (177) 40,920.00 (580) 80,430.00	Lump Sum			$121,350.00	
SFO#3	Signal Controller Testing (Multnomah Co.) (580)	All Required			215.04	
SFO#3	Signal Controller Testing (State)(580)	All Required			4,375.00	
	TOTAL PARTICIPATING TYPE CODE Y031				$125,940.04	
	TOTAL PARTICIPATING CONSTRUCTION COST				$570,666.70	
	Construction Engineering					
	Work by Multnomah County (580)	All Required			$ 76,375.91	
	Liquidated Damages (580)	Lump Sum			(4,350.00)	
	State (580)	All Required			9,221.78	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 81,247.69	
	Misc. Project Cost					
	Monitor Equal Opportunity Employment (580)	All Required			$ 120.04	
	Audit Expense (State)(580)	All Required			155.13	
	TOTAL MISC. PROJECT COST				$ 275.17	
	TOTAL PARTICIPATING PROJECT COST				$652,189.56	
	Non Participating Project Cost					
	Final Contract Payment Summary (580)	Lump Sum			$ 777.02	
	Interest on Final Payments (580)	All Required			193.55	
	Construction Engineering (580)	All Required			(.35)	
	TOTAL NON PARTICIPATING PROJECT COST				$ 970.22	
	TOTAL PROJECT COST				$653,159.78	
	Prepared based on Participating Cost as shown on the Federal Billing as of 11/20/86.					
	AMOUNT CARRIED FORWARD.....					

GPO 944 891

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JUNE 1985         PAGE  375

                                                                       FISCAL                GRAND TOTAL      ACTIVE YRS
    DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE          TO DATE        BEG    END
                              326   1060    297     00 P 1                                     18,522.09        83     83
                              326   1060    297     00 N 9                                    149,077.91        82     84
                              326   1060    298     00 N 9                      19,885.07     908,904.08        82     85
                              326   1060    900     00 P 1         2.06CR          504.58       3,972.48        82     85
                              326   1060    900     08 P 1                                         56.28        83     83
                              326   1060    915     00 P 1          .12CR           95.40         252.79        84     85
                              326   1060    920     00 P 1                                        113.85        82     84
                              326   1060    940     00 P 1                          52.00       7,691.50        83     85
                              326   1060    941     00 P 1                                      3,071.09        83     84
                              326   1060    942     00 P 1                                        141.63        83     83
                              326   1060    944     00 P 1                                      1,419.08        82     84
                              326   1060    945     00 P 1        19.89            547.92       1,479.94        82     85
                              326   1060    946     00 P 1                                        432.70        83     84
                              326   1060    948     00 P 1          .15CR           33.46         643.27        83     85
                              326   1060    985     00 P 1                                        109.70        82     84
                                            TOT        P1         17.56          1,233.36   1,088,874.10
                                            TOT        N1                                       3,040.00
                                            TOT        N9                                      18,522.09CR
                                        ** JOB TOTALS **          17.56  **      1,233.36  ** 1,073,392.01  **

  SE STARK-SE DIVISION       CONT NO 9577   FA PROJ NOS X10 9877005 100 X1  9877005            X10 9877005       STATE
                              326   1061    201     00 P 1    26,030.84CR       17,189.80CR   536,404.49        83     85
                              326   1061    201     00 P 2    26,030.84         26,030.84      26,030.84        85     85
                              326   1061    201     00 P 8                       7,209.88CR                     83     84
                              326   1061    201     00 N 1                         460.00         460.00        84     84
                              326   1061    203     00 P 1                       1,650.00       4,350.00CR      83     85
                              326   1061    204     00 P 1                      22,740.21       5,000.00CR      83     85
                              326   1061    210     02 P 1                                        900.00        83     83
                              326   1061    270     03 P 1                                      3,475.00        83     83
                              326   1061    296     00 N 9                      65,099.93CR   533,448.32CR      83     85
                              326   1061    297     00 N 9                                     73,874.62        83     84
                              326   1061    298     00 N 9                      65,099.93     459,573.70        83     85
                              326   1061    900     00 P 1         2.44CR          711.58       2,494.09        83     85
                              326   1061    920     00 P 1                                         70.32        83     84
                              326   1061    940     00 P 1                         273.00       3,347.52        83     85
                              326   1061    941     00 P 1         1.01CR          380.09       1,136.46        83     85
                              326   1061    944     00 P 1         1.36CR          345.93         724.65        82     85
                              326   1061    945     00 P 1         4.08CR          903.26       1,020.82        83     85
                              326   1061    948     00 P 1          .12CR           26.96         213.25        83     85
                              326   1061    950     00 P 1          .49CR          109.16         109.16        85     85
                              326   1061    985     00 P 1                                        120.04        83     83
                                            TOT        P1    26,040.34CR         9,950.33     540,665.80
                                            TOT        P2    26,030.84          26,030.84      26,030.84
                                            TOT        P8                        7,209.88CR
                                            TOT        N1                          460.00         460.00
                                        ** JOB TOTALS **           9.50CR**     29,231.29  **   567,156.64  **

  STEEL BR-NW 14TH AVE       CONT NO 9585   FA PROJ NOS X10 9300008 100                                          STATE
                              326   1062    201     00 P 1                         126.60CR   1,526,380.92      83     85
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REPORT NO: FMBL003-1                          OREGON DEPARTMENT OF TRANSPORTATION                              PAGE 599
SEQ: FEDERAL APPROPRIATION, FEDERAL                FINANCIAL MANAGEMENT SYSTEM                            RUN 01/07/87 21:11
     PROJECT, AGREEMENT, EA-SUBJOB                OREGON STATE HIGHWAY DIVISION
                                                     FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 177
 AGREEMENT        TOTAL COSTS       AMOUNT       --PARTICIPATION--      AGREEMENT       FEDERAL     -ADJUSTMENT-      VOUCHER
   EA/SUBJOB        TO DATE      PREV CLAIMED    AMOUNT    PERCENT       AMOUNT          SHARE      AMOUNT  CODE       AMOUNT
FEDERAL PROJECT: XI  -9810-004
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 F04228
 AGREEMENT TOTALS     124,842.93     106,116.49     124,842.93  85.00     125,000.00     106,116.49        .00            .00
FED PROJ TOTALS     1,485,923.85   1,206,513.67   1,419,427.85          1,367,724.00   1,206,513.67        .00            .00
FEDERAL PROJECT: XI  -9810-005
********************************

 F04148
   C7261975-000          741.30         630.11         741.30
 AGREEMENT TOTALS        741.30         630.11         741.30  85.00      64,982.00         630.11        .00            .00
FED PROJ TOTALS          741.30         630.11         741.30              64,982.00         630.11        .00            .00
FEDERAL PROJECT: XI  -9822-009
********************************

 F04089
   C09830  -000        5,630.58     132,066.24      93,465.82
   C09830  -021      185,420.89     104,987.46     185,420.89
 AGREEMENT TOTALS     191,051.47     237,053.70     278,886.71  85.00     304,958.00     237,053.70        .00            .00
FED PROJ TOTALS       191,051.47     237,053.70     278,886.71             304,958.00     237,053.70        .00            .00
FEDERAL PROJECT: XI  -9877-005
********************************

 F03707
   C09577  -021       40,920.00      34,782.00      40,920.00
 AGREEMENT TOTALS      40,920.00      34,782.00      40,920.00  85.00      34,782.00      34,782.00        .00            .00
FED PROJ TOTALS        40,920.00      34,782.00      40,920.00              34,782.00      34,782.00        .00            .00
FEDERAL PROJECT: XI  -9877-006
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 F04146
   C7261974-000        1,925.44       1,636.62       1,925.44
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REPORT NO: FMBL003-1                         OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE 668
SEQ: FEDERAL APPROPRIATION, FEDERAL             FINANCIAL MANAGEMENT SYSTEM                                  RUN 01/07/87 21:11
     PROJECT, AGREEMENT, EA-SUBJOB             OREGON STATE HIGHWAY DIVISION
                                                   FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 580

 AGREEMENT          TOTAL COSTS       AMOUNT       --PARTICIPATION--       AGREEMENT        FEDERAL     -ADJUSTMENT-          VOUCHER
   EA/SUBJOB          TO DATE      PREV CLAIMED     AMOUNT    PERCENT        AMOUNT           SHARE      AMOUNT  CODE           AMOUNT
FEDERAL PROJECT: XIO -9867-009
********************************

 F01696

 AGREEMENT TOTALS    868,411.60     735,000.00     867,023.03  85.00      735,000.00      736,969.58     1,969.58 B              .00

 F01697
   C09855  -000       10,175.64       1,607.39      10,175.64
   C09855  -001           80.62            .00            .00
   C09855  -020        1,827.62            .00            .00
   C09855  -021      897,834.87     765,648.61     897,834.87

 AGREEMENT TOTALS    909,918.75     767,256.00     908,010.51  85.00      767,256.00      771,808.93     4,552.93 B              .00

FED PROJ TOTALS    1,778,330.35   1,502,256.00   1,775,033.54           1,502,256.00    1,508,778.51     6,522.51 B              .00

FEDERAL PROJECT: XIO -9877-005
********************************

 F02279
   C09577  -000        5,194.12            .00       5,194.12
   C09577  -001          193.55            .00            .00
   C09577  -010          776.67            .00            .00
   C09577  -011      529,699.53     454,659.60     529,699.53

 AGREEMENT TOTALS    535,863.87     454,659.60     534,893.65  85.00      454,659.60      454,659.60          .00                .00

 F02663
   C4261040-011       76,375.91      64,919.52      76,375.91

 AGREEMENT TOTALS     76,375.91      64,919.52      76,375.91  85.00       64,919.52       64,919.52          .00                .00

FED PROJ TOTALS      612,239.78     519,579.12     611,269.56             519,579.12      519,579.12          .00                .00

FEDERAL PROJECT: XIO -9883-001
********************************

 F01706
   C2261906-000       15,796.07      13,240.89      15,796.07
   C2261906-010            7.55            .00            .00
   C2261906-011           49.03         227.45          49.03

 AGREEMENT TOTALS     15,852.65      13,468.34      15,845.10  85.00       18,000.00       13,468.34          .00                .00

 F02753
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1/15/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09577	000 P	010 SUPERV.	001	0821	
C09577	000	010 & ADM	001	0821	
C09577	000	010	001		
C09577	000	010			
C09577	000 F	050 AUDIT	001	0500	
C09577	000	050	001	0500	
C09577	000	050	001		
C09577	000	050			
C09577	000				
C09577	001 NP	INTEREST	349	0521	
C09577	001		349	0521	
C09577	001		349		
C09577	001				
C09577	001				
C09577	010 NP	DATA PROCESS	199	0521	
C09577	010		199	0521	
C09577	010		199	1000	
C09577	010		199	1000	
C09577	010		199	2100	
C09577	010		199	2100	
C09577	010		199		
C09577	010		300	0521	
C09577	010		300	0521	
C09577	010		300	1000	
C09577	010		300	1000	
C09577	010		300	2100	
C09577	010		300	2100	
C09577	010		300		
C09577	010				

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   JOB COST SUMMARY                                                      PAGE      1
B/ACTIVITY/OBJ-DETAIL CREW-NUMBER
AYROLL CHARGES ARE LOADED

 CREW       MSA                  CURRENT                     BALANCE TO
NUMBER     FIELD                  MONTH                        DATE

 0821                                     .00                         171.96
 0821                                     .00                         171.96

                                          .00                         171.96

                                          .00                         171.96

 0500                                     .00                          22.16
 0500                                     .00                          22.16

                                          .00                          22.16

                                          .00                          22.16

                                          .00                         194.12

 0521                                     .00                         193.55
 0521                                     .00                         193.55

                                          .00                         193.55

                                          .00                         193.55

                                          .00                         193.55

 0521                                     .00                            .44-
 0521                                     .00                            .44-

 1000                                     .00                            .35
 1000                                     .00                            .35

 2100                                     .00                            .26-
 2100                                     .00                            .26-

                                          .00                            .35-

 0521                                     .00                            .00
 0521                                     .00                            .00

 1000                                     .00                         317.02
 1000                                     .00                         317.02

 2100                                     .00                            .00
 2100                                     .00                            .00

                                          .00                         317.02

                                          .00                         316.67


   JOB COST SUMMARY                                                      PAGE      2
B/ACTIVITY/OBJ-DETAIL CREW-NUMBER
AYROLL CHARGES ARE LOA
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1/15/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09577	010				
C09577	011 P	DATA PROCESS	199	0521	
C09577	011		199	0521	
C09577	011		199	1000	
C09577	011		199	1000	
C09577	011		199	2100	
C09577	011		199	2100	
C09577	011		199		
~~C09577~~	~~011~~	~~CONTRACT~~	~~300~~	~~0521~~	
~~C09577~~	~~011~~		~~300~~	~~0521~~	
C09577	011	CONTRACT ✓	300	1000	
C09577	011		300	1000	
C09577	011		300	2100	
C09577	011		300	2100	
C09577	011		300		
C09577	011	✓ EQUIP. REPAIR	490	0521	SF02
C09577	011		490	0521	SF03
C09577	011	Signal Testing	490	0521	
C09577	011		490		
C09577	011	ENGRING	598 ✓	0631	
C09577	011		598	0631	
C09577	011		598		
C09577	011				
C09577	011 Super.	010	001	0521	
C09577	011 Farm	010	001	0521	
C09577	011	010	001		
C09577	011	010			
C09577	011 Training	020	598	0521	
C09577	011	020	598	0521	
C09577	011	020	598		

JOB COST SUMMARY
B/ACTIVITY/OBJ-DETAIL CREW-NUMBER
AYROLL CHARGES ARE LOADED

CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
		.00	316.67
0521		.00	.40-
0521		.00	.40-
1000		.00	.31-
1000		.00	.31-
2100		.00	.28-
2100		.00	.28-
		.00	.99-
0521		.00	3,628.85-
0521		.00	3,628.85-
1000		.00	285.24-
1000		.00	285.24-
2100		.00	.00
2100		.00	.00
		.00	3,914.09-
0521	SF02	.00	900.00
0521	SF03	.00	900.00
0521		.00	.00
		.00	.00
0631		.00	11,260.31-
0631		.00	11,260.31-
		.00	11,260.31-
		.00	15,175.39-
0521		.00	8.74
0521		.00	8.74
		.00	8.74
		.00	8.74
0521		.00	109.16-
0521		.00	109.16-
		.00	109.16-

1/15/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09577	011	020			
C09577	011	AUDIT 050	001	0500	
C09577	011	050	001	0500	
C09577	011	050	001		
C09577	011	050			
C09577	011	[illegible] 140	341	1080	SFO#1 ✓
C09577	011	140	341	1080	
C09577	011	140	341		
C09577	011	140			
C09577	011	[illegible] ✓ 159 Signal Testing	341	1080	SFO#3 ✓
C09577	011	159	341	1080	
C09577	011	159	341		
C09577	011	159			
C09577	011	[illegible] 901	001	0521	
C09577	011	901	001	0521	
C09577	011	901	001		
C09577	011	901			
C09577	011				
C09577	021 F	[illegible]	300	0521	
C09577	021		300	0521	
C09577	021		300		
C09577	021	[illegible] ✓	598	0631	
C09577	021		598	0631	
C09577	021		598		
C09577	021				
C09577	021				
C09577					

JOB COST SUMMARY
OB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
		.00	109.16-
0500		.00	132.97
0500		.00	132.97
		.00	132.97
		.00	132.97 ✓
1080	SFO#1 ✓	.00	3,926.57 ✓
1080		.00	3,926.57
		.00	3,926.57
		.00	3,926.57
1080	SFO#3 ✓	.00	215.04 ✓
1080		.00	215.04
		.00	215.04
		.00	215.04
521		.00	34.96 ✓
521		.00	34.96
		.00	34.96
		.00	34.96
		.00	10,966.27-
0521		.00	3,628.85
0521		.00	3,628.85
		.00	3,628.85
0631		.00	11,260.31
0631		.00	11,260.31 ✓
		.00	11,260.31
		.00	14,889.16
		.00	14,889.16
		.00	4,627.23

7:77

January 3, 1984

CON

Oregon Asphaltic Paving Co.
1220 SE 190th
Portland, Oregon 97233

Time Extension Request
SE Stark St.-SE Division St.
Contract No. 9577
FAP No. IX-9877(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 40 calendar days of contract time due to late delivery of materials resulting from "cash flow and tax problems" of your subcontractor's supplier and due to late completion of signal controller testing by the State.

Late delivery of materials is not a bona fide reason for adjustment of contract time. The selection of subcontractors and/or suppliers of materials is made by the contractor and therefore their performance, or failure to perform, is a matter that is within the control of the contractor. Therefore, in accordance with subsection 108.09 of the contract provisions, this portion of your request must be denied.

Your request states that the traffic signal controllers were delivered to the State for testing on August 31, 1983 and that testing was finished on September 28, 1983. This amounts to four weeks and one day for testing. Section 661.48 of the contract provisions states that the State will require six weeks for testing. Therefore, this portion of your request is also denied.

There remains 40 days of liquidated damages under this contract. Should you wish to submit additional data, or to review this matter further, please contact Project Manager Dick Westrup.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Mike Smith w/att.
Dick Westrup, Multnomah Co. w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Metro Region Construction Engineer

DATE: December 7, 1983

FROM: M. B. SMITH
Liaison Consultant

RECEIVED
DEC 9 1983
CONSTRUCTION SECTION

SUBJECT: SE Stark St.-SE Division St.
242nd Ave. Drive
Contract 9577
Contractor's Request for Adjustment of Contract Time

The contractor is requesting a time extension of 40 days based on the traffic signal supplier not being able to provide equipment due to the supplier having a cash flow and tax problem that could hold him up indefinitely on delivery of supplies. Also, the contractor claims that after delivery of the controllers to the state lab on August 31, 1983, that the lab was behind in their testing and were unable to complete the testing until September 28, 1983.

Standard Specifications for Highway Construction, Oregon 1974, Section 108.09, Adjustment of Contract Time, states: "In considering adjustments of contract time, the engineer will rule out shortage or inadequacy of labor and equipment, negligence, or fault of the contractor, and other deficiencies or lacks which are within the province of the contractor's control or responsibility." This would rule out the contractor's request for additional time due to his supplier's cash flow and tax problems. Section 661.48, Traffic Signal Controller Testing Procedure, states that the state will require six weeks for testing. The period August 31, 1983 to September 28, 1983, as stated above, is a period of 29 days and is well within the six-week limitation on testing.

Based on these findings and my discussion with Bryant Jackmond, I feel the contractor's request for a 40-day time extension should be denied.

MBS/cp

cc: Bryant Jackmond - with original attachments.

I agree with Milo Smith's recommendation, that no time extension should be granted

Marion Craft
12-8-83

12-23-83

W. E. Schwartz -

I concur with Region that this request be denied. Multnomah County's Project Manager is apparently not familiar with OSHD contract provisions and his evaluation is incorrect.

B. B. Jackmond

81-125-1387

9877

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

ORIGINAL SIGNED F

DATE: December 30, 1983

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Project No. IX-9877(5)
S.E. Stark St.-S.E. Division St. (Gresham) Sec.
Multnomah County

As indicated on the attachments, the estimated total cost and Federal funds required exceed the funds approved by the Metropolitan Service District on the subject project. Would you please take appropriate action to obtain MSD approval for the additional funds or advise as to what action is necessary to fund the increase.

CL:bkb
Attachments

cc: G. Zehner
K. Bunk

a

81-123-1387

③

F.F. +69,414

RHZ

Oregon State Highway Division
Salem Oregon 1983

Federal Aid Project No. IX-9877(5)

S.E. Stark St. - S.E. Division St. Section
S.E 242nd. Drive (Gresham)
Multnomah County

Revised Project Agreement Estimate

Type Code Y005
Roadway (Sta. 24+12.43 to Sta. 38+00
subtotal of previous estimate of December 8, 1982 $344,326.30

Previous Estimate

General Excavation	5,600 cu.yd.	5.05	$28,280.00
Bituminous Base Mixture	6,500 Ton	15.54	101,010.00
Asphalt in Bituminous Base	350 Ton	166.00	58,100.00
			$ 187,390.00

Revised Estimate

General Excavation	8,768 cu.yd.	5.05	43,823.90
Bituminous Base Mixture	7,272 Ton	15.54	113,006.88
Asphalt in Bituminous Base	397 Ton	166.00	65,902.00
1"-0 Aggregate (PA#6)	5,785 Ton	7.00	40,495.00
~~Filter Fabric (PA#8)~~	~~12,900 Sq.yd~~	~~1.17~~	~~15,093.00~~
			$ 263,227.78

increase	$ 75,837.78
subtotal	420,164.08
Engineering	52,308.92
Total	$ 472,473.00

Type Code Y031

Traffic Signals

Total the same as previous estimate of December 8, 1982 $ 142,527.00

Length of Roadway - - - - 0.0-mile

Summary of Funds

Description	Total Cost	Federal Funds	County Funds
Roadway	$ 472,473.00	$ 401,602.00	$ 70,871.00
Signal	142,527.00	121,147.00	21,380.00
Total	$ 615,000.00	$ 522,749.00	$ 92,251.00

Group 1 - 100 %

Contract No. 9577

Prefix - 726 - 1953

Prefix 326 - 1061

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND URBANIZED AREA

FISCAL YEARS 1984 TO POST 1987

EFFECTIVE OCTOBER 1, 1983

IN FEDERAL DOLLARS

INTERSTATE TRANSFER/FEDERAL AID URBAN PROJECTS

MULTNOMAH COUNTY

PROJECT DESCRIPTION		ESTIMATED EXPENDITURES BY FEDERAL FISCAL YEAR							
	OBLIGATED	1983	1984	1985	1986	1987	POST 1987	AUTHORIZED	EXCESS AUTH
86 SELLWOOD BRIDGE PROJECT*******52*309*345*460*380************************ FAU9704									
INTERSTATE TRANSFER FUNDS									
CONST	899,538	0	0	0	0	0	0	872,122	-27,416
RESRV	0	0	0	0	0	0	1,566	1,566	0
TOTAL	899,538	0	0	0	0	0	1,566	873,688	-27,416
87 238TH AVE IMPROVEMENT-UP RRXNG TO HALSEY ST*******58*461*346************************ FAU9877									
INTERSTATE TRANSFER FUNDS									
PE	33,545	1,210	0	0	0	0	0	34,755	0
R/W	55,250	0	0	0	0	0	0	55,250	0
CONST	275,200	0	0	0	0	0	0	275,200	0
RESRV	0	0	0	0	0	0	60,254	60,254	0
TOTAL	363,995	1,211	0	0	0	0	60,254	425,460	0
88 EAST COUNTY SIGNAL PROJECTS-STARK/22ND/HALSEY/A02ND******137*347*242************************ MISC									
INTERSTATE TRANSFER FUNDS									
PE	14,591	19,409	0	0	0	0	0	34,000	0
CONST	466,842	0	0	0	0	0	0	466,842	0
RESRV	0	0	0	0	0	0	1,528	1,528	0
TOTAL	481,433	19,409	0	0	0	0	1,528	502,370	0
89 242ND AVE TSM IMPROVEMENTS-DIVISION TO GLISAN******138*243************************ FAU9877									
INTERSTATE TRANSFER FUNDS									
PE	31,535 IX-9877(4)	0	0	0	0	0	0	31,535	0
CONST	453,335 IX-9877(5)	0	0	0	0	0	0	453,335	0
RESRV	0	102	0	0	0	0	171,091	171,193	0
TOTAL	484,870	102	0	0	0	0	171,091	656,063	0
90 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST******139*244************************ FAU9883									
INTERSTATE TRANSFER FUNDS									
PE	74,000	74,750	0	0	0	0	0	148,750	0
R/W	0	0	1,224,000	0	0	0	0	1,224,000	0
CONST	0	0	0	1,421,680	0	0	0	1,421,680	0
RESRV	0	0	0	0	0	0	0	0	0
TOTAL	74,000	74,750	1,224,000	1,421,680	0	0	0	2,794,430	0

ANNUAL ELEMENT YEAR

STATE OF OREG N

HIGHWAY DIVISION

INTE OFFICE MEMO

PRO 6-2

TO: V. E. Skoog
Controller

DATE: December 16, 1983

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Projects IX-9877(5) & IX-9891(4)
Prefixes 326-1061 and 326-1060
Group 8's Bikeway

The above subject projects are funded by Federal and Local funds; therefore the group 8 for bikeways should not have been assigned these projects since costs are not to be included in the State's 1% for bikeway tabulation. The group 8 so assigned to these projects will be removed; however, the costs currently charged must first be transferred to group 1 on each of the projects.

Would you please have the necessary action taken to accomplish this after which the group 8 can be removed.

CL:pf

cc: J. Grassman
General Files

9577

Contract Payments 378-6594 CON 5

H. H. Patterson
Construction Office Manager

October 26, 1983

R. D. Church by MK
R. D. Church
Contract Payments Coordinator

Request Contract Acceptance

Contract 9577, Work Completed October 10, 1983

Project SE Stark St.-SE Division St.

Highway SE 242nd Drive

County Multnomah

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date ______________________

Construction Office Manager

RDC:mk
church/1

cc: J. B. Boyd
Dave Canfield
Don Harwell
Ed Haury
Jack Sullivan
Doug Tindall
Don Wackerbarth
Hank Wakerlig

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5 ______

[illegible] ______ [illegible] UNIT ______
ENTERED ______________________
FOR ______________________

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SE Stark St. to SE Division St.

WEEK ENDING: October 14, 1983

SECTION PREFIX: 326-1061

HIGHWAY: SE 242nd Drive

COUNTY: Multnomah

NAME OF JOB: SE 242nd Drive

KIND OF WORK: Grading, Paving & Signals

CONTRACTOR: Oregon Asphaltic Paving Co.

CONTRACT NUMBER: 9577

FEDERAL AID PROJECT NUMBER: IX-9877

DATE OF CONTRACT: 12-7-82

DATE WORK STARTED: 6-3-83

ESTIMATED COMPLETION DATE: 8-31-83

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 90

WORK DAYS USED:

CALENDAR DAYS USED: 134

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 148.9%

PROJECT AUTHORIZATION: $533,337.98

EXCLUSIVE OF ENGINEERING: $491,046.86

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $491,046.86

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

ENGINEERING AUTHORIZATION: $42,291.12

ENGINEERING COST TO DATE: $22,209.02

PERCENT OF AUTHORIZATION: 52.52%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signals	
100%	100%	100%	100%	98.8%		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.44	0.44			0.59
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5000 C.Y.	6500 tons			3500 tons
TOTAL QUANTITIES CORRECTED TO DATE	6913 C.Y.	11,423 tons			3585 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6615 C.Y.	13,007 tons			3548 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0 C.Y.	0 tons			0 tons
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Partially Cloudy			
MONDAY 10	Partially Cloudy			
TUESDAY 11	Sunny			
WEDNESDAY 12	Partially Cloudy			
THURSDAY 13	Cloudy			
FRIDAY 14	Showers			
SATURDAY 8	Partially Cloudy			

K

RECEIVED
OCT [illegible] 1983
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No work performed by contractor.
MONDAY 10	No work performed by O.A.P. Sharp & Associates; completed construction of sidewalks, various locations.
TUESDAY 11	No work performed by contractor.
WEDNESDAY 12	No work performed by contractor.
THURSDAY 13	No work performed by contractor.
FRIDAY 14	No work performed by contractor.
SATURDAY 8	No work performed by O.A.P. Sharp & Associates began setting forms for sidewalk.

REMARKS

ACCOMPLISHED THIS WEEK: Complete construction of sidewalks.

ANTICIPATED NEXT WEEK: Finish clean up.

SIGNED Richard J. Westy LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

November 23, 1982

Oliver J. Domreis
Multnomah County Engineer
2115 SE Morrison Street
Portland, Oregon 97214

Dear Oliver:

On November [illegible], 1982 we received a satisfactory bid from Oregon Asphaltic Paving Co., [illegible] S.E. 190th Ave., Portland, Oregon 97233 for the S.E. Stark St.-S.E. Division St. Section of S.E. 242nd Drive.

As described in our Preliminary Engineering and Construction-Finance Agreement No. 7[illegible]33, we anticipate the financial sharing of the project cost will be:

Contractor's Bid		$4[illegible],575.50
Multnomah Additional Items:		
[illegible] Pavement [illegible]	[illegible],000.00	
Signal [illegible]	2,175.00	
[illegible]	[illegible]	
[illegible]	[illegible]	1[illegible],225.00
Subtotal		$4[illegible],801.50
Contingencies ([illegible])		11,145.50
Engineering ([illegible]), not included in basis for County share		0.00
Basis for County Share of Construction		$451,040.00
Estimated Cost of P.E. by State		[illegible],100.00
Basis for Computation of County Share		$[illegible],140.50

County Share & Advance Deposit:
([illegible] of $[illegible],140.50) = $75,000

We will award the contract when we receive your advance deposit in the amount of $75,000, which should arrive not later than December 20, 1982. You may use one of the three options for payment described in the attachment.

Rec'd LGID
12-6-82
per Jan Peterson

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

[illegible]:pt
Attachment
bcc w/AD # 82-97: Don Rose, Region 1
Vern [illegible] - Please return completed AD # 82-97 when advance deposit is received.

DES 16

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

Portland

TO: Clayton Arthur
Project Manager (Portland)

DATE: November 9, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: SE Stark Street-SE Division Street
SE 242nd Drive
Multnomah County

Terpin

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9220-00	SE 242nd Drive	Centerline	Profile Grade
9220-01	SE 242nd Drive	Centerline	Subgrade
9220-02	SE Stark Street	Centerline	Profile Grade
9220-03	SE Stark Street	Centerline	Subgrade

Attachments

cc: Jim Grassman

Contains Recycled Materials

#577

10-28-82

Told Earl Mershon that we need approx. 60,000 Fed funds for this project. He said not to worry, that County can transfer funds from another of their Jobs if needed after bid opening.

G

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9877(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20033

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/27/82

8. FEDERAL ROUTE NUMBER FAU 9877

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

SE Stark St. - SE Division St. (Gresham) Section

11. GENERAL DESCRIPTION OF WORK

Channelization and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Signal Controller Testing	$2,175
OPTICOM Testing	1,050
Signal Turn-on	1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 10/25/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimaed cost of $532,505 Federal Funds $452,629.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO Molhing
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 10/27/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 11, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20033
Project No. IX-9877(5)
S.E. Stark St.-S.E. Division St. (Gresham) Sec.
Multnomah County

Attached data consists of PR-1 forms with project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on November 18, 1982.

This request is based on the January 20, 1982 letter to you from Mr. Miller, Director of ODOT.

DRH:bks
Attachments

cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
Gary Zehner w/att.
General Files

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 11, 1982

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Street, 242nd Ave. (Hogan Dr.) 65	ADT	PRESENT 13,500	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Channelization & Traffic Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66)	SUPV AGCY	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 23	NUMBER 7 9877

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Multnomah
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U FEDERAL-AID 9877 (32) STATE Street (36) (37) U.S. ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y008 Y031		"SE Stark St.-SE Division St. (Gresham) Sec."	0.00	533,000	453,050	-----	79,950

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.00	533,000 (16) (23)	453,050 (24) (33)	-----	79,950
1	14	PROGRAM APPROVAL DATES 9-25-81					REMARKS Additional Data: Item No. 20 IX-9877(4).

726-1933

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

October 11, 1982

CATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t, 242nd Ave. (Hogan Dr.)		13,500	----	----	10	Oregon	41	580	20033

35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
								PROJECT NUMBER			I. Projects Only	
c Signals								IX-	9877	(5)		

Interstate Transfer Grants

Portland

COUNTY NAME: Multnomah
CODE: 051

ROUTE NO.: U
FEDERAL-AID: 9877
STATE: Street
U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
ST		"SE Stark St.-SE Division St. (Gresham) Sec."	0.00	533,000	453,050	-----	79,950	ROW-60' min.; Access Control-none; Parking Restrictions-partial.
	DRH	PROJECT TOTALS	0.00	533,000	453,050	-----	79,950	

L DATES: 9-25-81

REMARKS
Additional Data: Item No. 20033; Project No. IX-9877(4).

(over)

USCOMM DUSCOMM-DC 48905-P61

S.E. Stark St.-S.E. Division St. (Gresham) Sec.

Project Data: Work under this project consists of grade, drain, H_T pave to provide a basic four lane channelized intersection at S.E. 242nd Drive (1387.57') & S.E. Stark Street (1750') with installation of multiphase traffic signals on S.E. 242nd Drive at S.E. Division Street and S.E. Stark Street. Utility adjustments as required and incidental work common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 7633 complying with Section 116, Title 23 USC and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) respectively, was executed April 30, 1982.

Data for PR-37:

Type Code	Y008	(Channelization)	$402,000
Type Code	Y031	(Traffic Signals)	$131,000

Note: 1) This project is in Congressional District No. 3.
2) Included in MSD FY '82 AE/TIP on page 58, No. 75.

9877

Section S.E. Stark St. - S.E. Division St. Programming Estimate $ 537,000

Highway S.E. 242nd Drive Project Length 0.59 miles

County Multnomah Completion Time "a) 90 CD from start of on-site work b) NLT 8-31-'83

Kind of Work Grading, Paving, Signals Est. Comp. Date Aug. 31, '83

Prefix 726-1933 Letting Date Nov. 18, '82 Project No. IX-9877(5)

Gp. 8 ~ 4% of Signals

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 458,942.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	6,000	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching		$ 10,225.00
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing	2,175	
"OPTICOM" Testing	1,050	
Bikeway Signs		
Bikeway Striping & Legend		
Signal Turn-on	1,000	
Adjust Utilities:		
Subtotal		$ 469,167.00

Contingencies (4-1/2%) 21,112.52

Engineering (8, [✓ 9,] 10%) 42,225.03

~~Subtotal~~ $

Credit for ________________ . . . . . .

Estimated Net Authorization, Construction . . . . $ 532,504.55

APPROVED

CC: JON KOSE

EARL MERSHON

Road Design Engineer

Rec'd.
10-11-82

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section S.E. Stark St. - S.E. Division St.	County MULTNOMAH	Sheet 1 of 2	
Kind of Work Grading, Paving, Signals	Length 0.59 mi.	Date 8-25-'82	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(5%)	22,000-
2	Temporary Protection and					
	Direction of Traffic		All	All	-	10,250-
3	Temporary Signs		Sq. Ft.	152	6-	912-
4	Temporary Barricades		Each	10	125-	1,250-
5	Flagmen		Hour	500	22-	11,000-
	ROADWORK					
6	Removal of Structures					
	and Obstructions		All	All	-	3,000-
7	General Excavation		Cu. Yd.	5,600	4^{50}	25,200-
8	Extra for Pavement Removal		Sq. Yd.	10,750	1-	10,750-
9	Watering		M-Gal.	200	10-	2,000-
10	Bituminous Base Mixture		Ton	6,500	13-	84,500-
11	Asphalt in Bituminous Base Mixture		Ton	350	172-	60,200-
12	Class "B" or Class "C" Asphalt					
	Concrete Mixture		Ton	3,500	16^{50}	57,750-
13	~~Asphalt Cement in Mixture~~		~~Ton~~	210	172-	36,120-
14	8-inch Sewer Pipe		Lin. Ft.	240	15-	3,600-
15	Concrete Inlets, Type CG-3 Modified		Each	5	500-	2,500-
16	Setting Monument Boxes		Each	1	100-	100-

SUMMARY BID SCHEDULE—COST ESTIMATE

OREGON STATE
HIGHWAY DIVISION

Section: S. E. Stark St. - S. E. Division St.		County: MULTNOMAH		Sheet 2 of 2
Kind of Work: Grading, Paving, Signals		Length: 0.59 mi.	Date: 8-6-'82	Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
17	4-inch Concrete Walks		Sq. Yd.	400	11-	4,400-
18	6-inch Concrete Driveways		Sq. Yd.	250	15-	3,750-
19	Concrete Curbs		Lin. Ft.	1,170	5-	5,850-
20	Extra for Asphalt Approaches		Each	6	170-	1,020-
21	Extra for Asphalt Walks					
	~~and Concourse Area~~		Sq. Yd.	150	3-	450-
22	Adjusting Manholes		Each	6	200-	1,200-
	TRAFFIC SIGNALS					
23	Traffic Signal Installation,					
	Complete		All	All	-	111,140-

734-1736 (8-81)

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.E. Stark Street - S.E. Division Street

Highway S.E. 242nd Drive (Hogan Drive FAU 9877

County Multnomah #26

Date August 23, 1982

Authorization No. 1 Revised

Survey Prefix 726-1933 (Assigned by Salem office)

Description of termini, route, length, etc.:

The route is S.E. 242nd Drive, from S.E. Stark Sareet on the north, to S.E. Division Stre Street on the south. The length is 3000 feet.

Proposed:

At 242nd Street @ Stark, construct new left-turn lanes on Stark and modify existing left-turn lanes on 242nd. At 242nd @ Hall, construct new left-turn lanes on 242nd At 242nd @ Division Street, lengthen the left-turn lane on 242nd north of Division. New signals will be installed at Division and at Stark Streets.

Purpose of Survey:

Multnomah County to perform preliminary engineering.* The State will monitor and complete P.S.&E.

Estimate of Cost:

Project Manager	(901)	$1,500
Paymn't to County	(903)	28,000
Final Design	(905)	800
Region Geology	(910)	500
Traffic Section	(911)	1,200
R/W Liaison	(913)	1,000
Program Management	(920)	200
Specifications	(921)	2,000
Adm. Serv. (Eng.)	(922)	200
Environmental Section	(923)	200
Surfacing Engineer	(933)	1,500

Estimate of cost:

Const. Est. $305,000 Funding: FAIX (Mt. Hood Transfer) ClassII, Statewde Cat. Excl.

* Revised to allow State to perform Surfacing Design

Total estimated cost of survey	$ 37,100
Previous authorization	37,100
Additional authorization requested	0
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making surveys until approved and returned.

Submit separate order for each survey.

RECEIVED
AUG 26 1982
LOCATION SECTION

Requests made by: Requested by T. Spence in 8-9-82 letter to Terpin.

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval: Frank E. Terpin

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

MH

[illegible]

ORLGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # [illegible]

Attention: Right-of-way Section

Subject: Federal Aid Project No. [illegible] Prefix [illegible]

Project Name [illegible]

[illegible]

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

Or

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The arrangements for adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 10 day of Aug, 1982

County of Multnomah

County Engineer

Commissioner

Commissioner

THE R/W ACQUIRED AFTER
1-2-71 WAS BY DEDICATION

Certified By:

Regional Right-of-Way Supervisor
Date 8-13-82

Instructions: Complete A or B and C.
R/W File No.

REVISED SURFACING DESIGN
OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: S.E. Stark St. - S.E. Division St.

Highway: S.E. 242nd (FAU 9877)

County: Multnomah

Prefix: 726-1933

Project Manager: Multnomah County

Date August 4, 1982

	(1)	(2)
Twenty Year Traffic Coefficient	9.7	7.9
18 kip s.a. per day	263	45
R Value	14	
Frost Penetration	---	---
CBE Total Requirement	29.5"	24.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
	(1) S.E. 242nd	
1.5"	A.C. (Final Stage)	3.0"
4.0"	A.C. Wearing Surface and Base	8.0"
11.0"	Plant Mix Bituminous Base*	20.0"
16.5"		31.0"
	(2) S.E. STARK ST.	
1.5"	A.C. (Final Stage)	3.0"
4.0"	A.C. Wearing Surface and Base	8.0"
8.0"	Plant Mix Bituminous Base*	14.5"
13.5"		25.5"

EXISTING ROADWAY

	(1) S.E. 242nd
1.5"	A.C. (Final Stage)
2.0"	A.C. Wearing Surface plus 1.0" allowance for leveling**

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Don Fantz
Norm Henry
D. E. Swan

* At Multnomah County's request.

** For obliteration of striping.

7517

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section:	S.E. Stark St. - S.E. Division St.	Date	July 23, 1982	
			(1)	(2)
Highway:	S.E. 242nd (FAU 9877)	Twenty Year Traffic Coefficient	9.7	7.9
			(1)	(2)
County:	Multnomah	18 kip s.a. per day	263	45
Prefix:	726-1933	R Value	14	
Project Manager:	Multnomah County	Frost Penetration	---	
			(1)	(2)
		CBE Total Requirement	29.5"	24.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
	(1) S.E. 242nd	
1.5"	A.C. (Final Stage)	3.0"
4.0"	A.C. Wearing Surface and Base	8.0"
11.0"	Treated Base	20.0"
16.5"		31.0"
	(2) S.E. Stark St.	
1.5"	A.C. (Final Stage)	3.0"
4.0"	A.C. Wearing Surface and Base	8.0"
8.0"	Treated Base	14.5"
13.5"		25.5"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Don Fantz
Norm Henry

6

9577 6

May 5, 1982

Multnomah County Board of Commissioners
Courthouse
1021 S.W. 4th Avenue
Portland, OR 97204

AGR 4-2

Attention: Oliver Domreis
County Engineer

MISC. CONTRACTS and
AGREEMENTS No. 7633

Gentlemen:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement for an Interstate Transfer Project on the Stark Street-Division Street Section of S.E. 242nd Drive in Multnomah County.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

CON

DATE: December 30, 1981

TO: H. S. Coulter, P.E.
State Highway Engineer

FROM: D. E. Swan, P.E. D E Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

Multnomah County is requesting approval of a $342,000 project to construct left-turn lanes and install traffic signals on S.E. 242nd Avenue. The proposed project will 1) construct left-turn lanes on Stark Street, east and west of 242nd Avenue, 2) construct left-turn lanes on 242nd Avenue at Hall Road, 3) modify existing left-turn lanes on 242nd Avenue, north and south of Stark Street, 4) lengthen the left-turn lane on 242nd Avenue, north of Division Street, and 5) install traffic signals on 242nd Avenue at Division and Stark Streets. County will perform the bulk of preliminary and construction engineering. The project will be funded by Interstate Transfer funds with Multnomah County providing all of the local match. The location of the proposed project is indicated on the attached sketch. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	County Share
Multnomah Co.	S.E. Stark St.-S.E. Division Street, S.E. 242nd Drive	$342,000	$290,700	$51,300

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway. I recommend your approval and request you authorize this project under delegated authority.

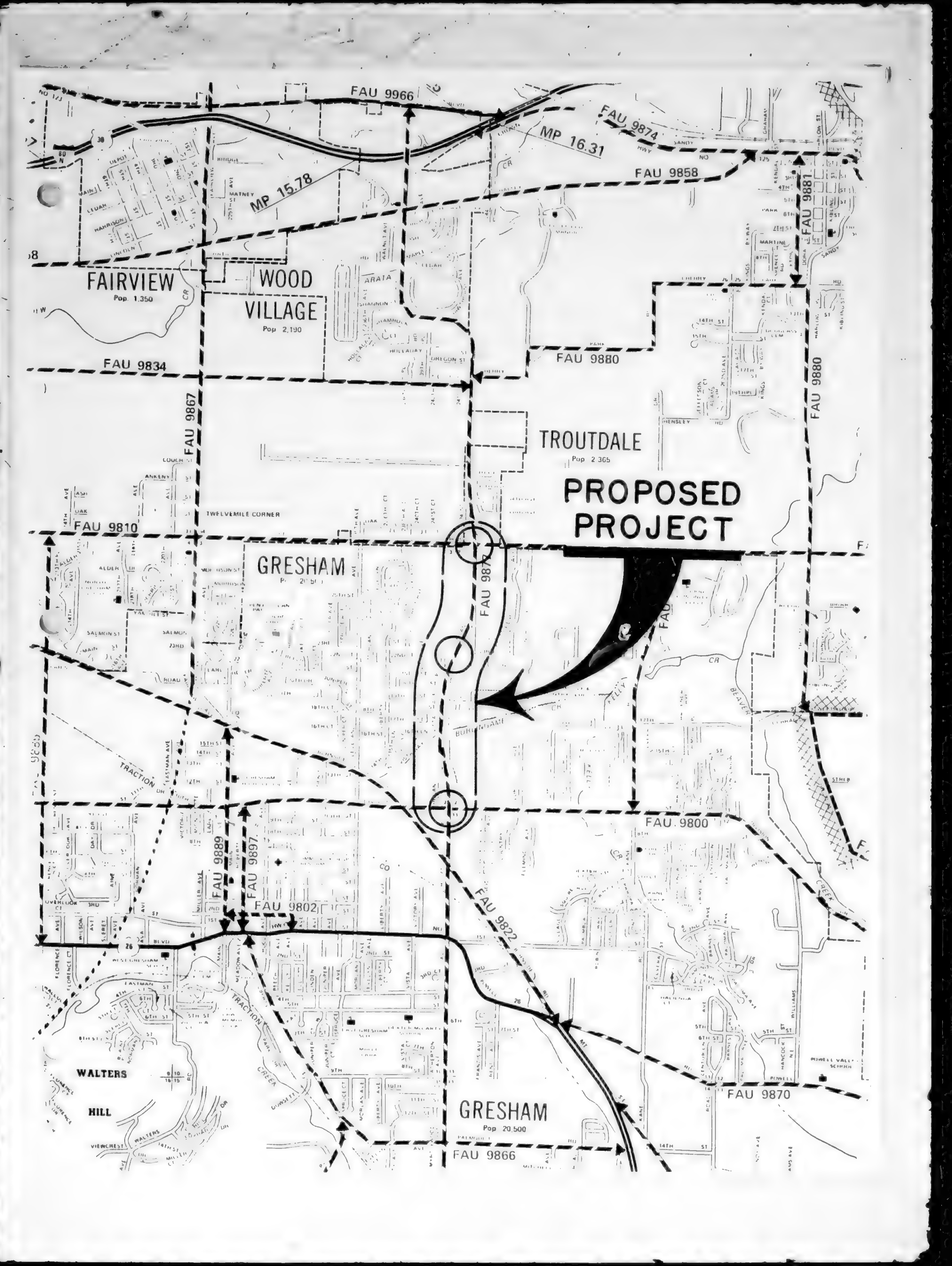
APPROVED BY:

State Highway Engineer

Date 12/31/81

GEZ:pf
Attachment

RECEIVED
STATE HWY ENGR
DEC 30 '81
REFER TO
FOR
Info Inve R/D D R Sign Act File


FAU 9966
FAU 9874
MP 16.31
FAU 9858
MP 15.78
FAU 9881
FAIRVIEW
Pop. 1,350
WOOD
VILLAGE
Pop 2,190
FAU 9834
FAU 9880
FAU 9880
FAU 9867
TROUTDALE
Pop 2,365
TWELVEMILE CORNER
FAU 9810
PROPOSED
PROJECT
GRESHAM
Pop 20,500
FAU 987
TRACTION
FAU 9800
FAU 9889
FAU 9897
FAU 9802
FAU 9822
BEAVER
CREEK
TRACTION
CREEK
WALTERS
HILL
FAU 9870
GRESHAM
Pop 20,500
FAU 9866

7577

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 605, COUNTY COURTHOUSE
1021 S.W. FOURTH AVENUE
PORTLAND, OREGON 97204

DENNIS BUCHANAN • District 1 • 248-5220
GLADYS McCOY • District 2 • 248-5219
CAROLINE MILLER • District 3 • 248-5217
EARL BLUMENAUER • District 4 • 248-5218
GORDON SHADBURNE • District 5 • 248-5213

April 8, 1982

Ms. Rena Cusma, Director
Dept. of Environmental Services
2115 SE Morrison
Portland, Oregon

Ms. Helen Barney, Director
Budget & Management Analysis
1021 SW Fourth Avenue
Portland, Oregon

Dear Ms. Cusma and Ms. Barney:

Be it remembered, that at a meeting of the Board ofCounty Commissioners held April 8, 1982, the following action was taken:

In the matter of the County Executive's request)
for ratification of Intergovernmental Agreement
with Oregon State Dept. of Transportation, for)
preliminary engineering and construction
finance agreement for construction on SE 242nd)
Drive from SE Stark to SE Division (FAU #9877))

Upon motion of Commissioner Buchanan, duly seconded by Commissioner Shadburne, it is unanimously

ORDERED that said Intergovernmental Agreement be ratified.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Jane McGarvin
Clerk of the Board

jm
cc: Finance
Purchasing
County Counsel
County Executive
Engineering

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-27-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9877(4)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20033

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1-27-82	FAU 9877	City Street

10. GENERAL LOCATION:

S. E. Stark St. - S. E. Division St. Section (Gresham)

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $37,100 - FF $31,535
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 1-18-82.

RECEIVED
STATE HWY ENGR
JAN 29 '82
REFER TO
FOR
Info Invst R/D D R Sign Act File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1-27-82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME: S.E. Stark Street - S.E. Division Street

HIGHWAY NAME: S.E. 242nd Drive (Hogan Drive)

HIGHWAY NUMBER:

REGION 1	ADMINISTRATIVE DISTRICT 2C	COUNTY Multnomah	CITY

LENGTH 3000 ft.	MILEPOST NUMBER TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Multnomah County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct new left turn lanes on Stark Street east and west of 242nd. Lengthen the existing left turn lanes on 242nd north and south of Stark Street. Possible double left turn lane south of Stark Street.

nstruct new left turn lanes on 242nd at Hall Road. Replace the existing traffic signals at the Stark Street and Division Street intersections with eight-phase signals. Lengthen the left turn lane on 242nd, north of Division Street.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 13,500 (242nd)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 2000 - 20,800(242nd)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 40

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED

Frank E. Perpin

Location Engineer

Date 1-18-82

W

FORM 734-1730 (12-78) Page 1

3 - FEATURES

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 12 foot	Two 12 foot
SHOULDERS	Two 8 foot	Two 8 foot
MEDIANS	Left turn lanes at Stark Street and Division Street	Left turn lanes at Stark Street, [illegible] Road, and Division Street
PARKING LANES	On Shoulders	On Shoulders
SIDEWALKS		—— ——
BIKEWAYS		—— ——
INTERCHANGES		—— ——
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______________ (Region) ______________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

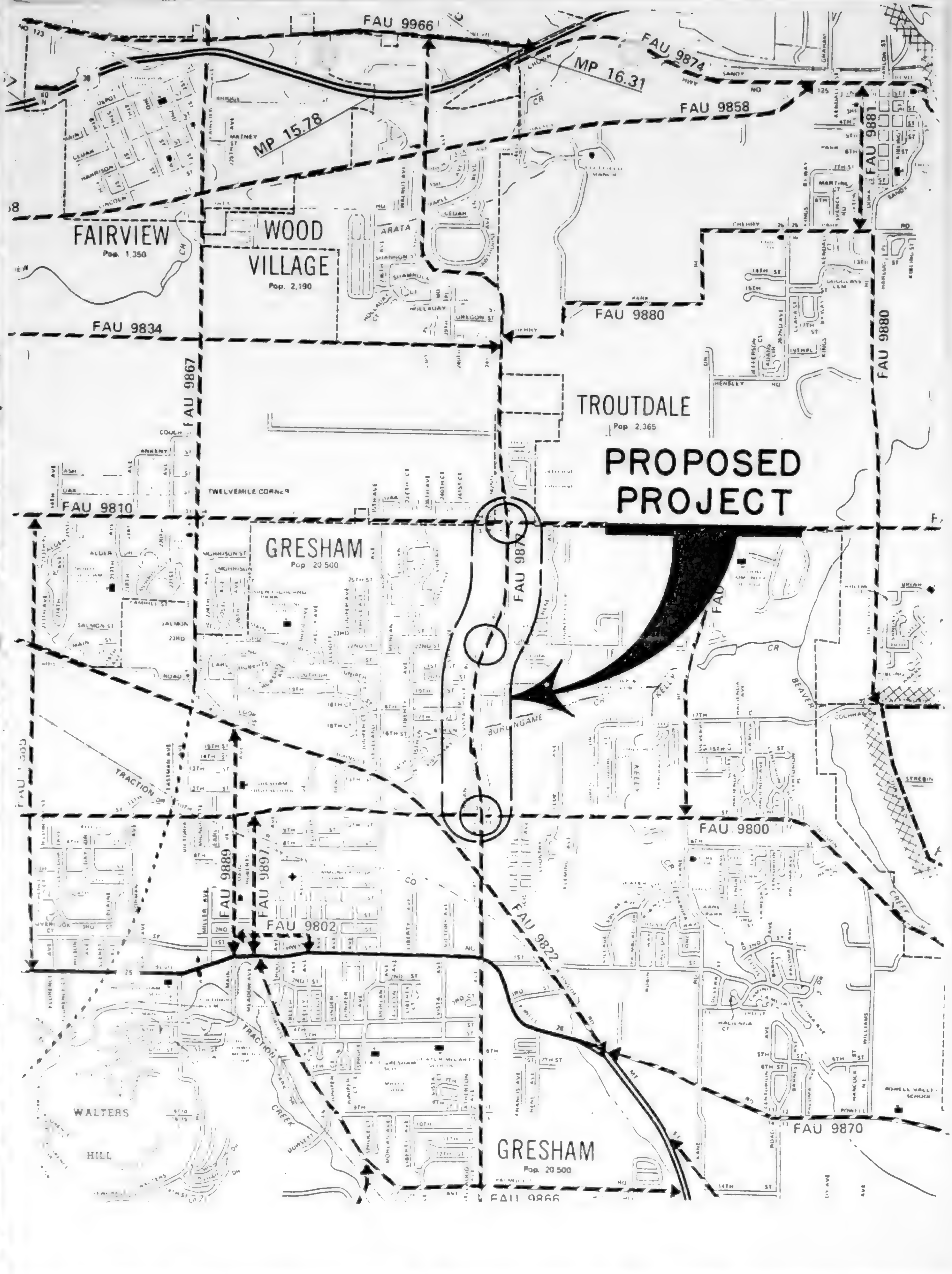
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	37,100	
RIGHT OF WAY		
TRAFFIC CONTROL	150,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	155,000	
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	342,100	

SUBMITTED BY ______________________


FAU 9966
FAU 9874
MP 16.31
MP 15.78
FAU 9858
FAU 9881
FAIRVIEW
Pop. 1,350
WOOD
VILLAGE
Pop. 2,190
FAU 9834
FAU 9880
FAU 9880
FAU 9867
TROUTDALE
Pop 2,365
PROPOSED
PROJECT
TWELVEMILE CORNER
FAU 9810
GRESHAM
Pop 20,500
FAU 987
BURLINGAME
TRACTION
FAU 9800
FAU 9889
FAU 9897
FAU 9802
FAU 9822
FAU 9870
WALTERS
HILL
CREEK
GRESHAM
Pop. 20,500
FAU 9866

B

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANS TATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
Street, 242nd Ave. (Hogan Dr.) "SE Stark St.-SE Division St. (Gresham) Sec.	772	20033	IX-9877(4)	9877	Street

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' min.

Water Development None Recreation & Historical Areas None

Multnomah (051) (Mt. Hood Transfer)

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. ___ Cl. Ho. ..... Exempt ___ ~~Date~~ Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 3.

(2) Included in MSD FY '82 AE/TIP on page 58, No. 75.

(3) TOPICS type project.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 37,100
85%	FF	$ 31,535
	STATE	$ ----
15%	Co.	$ 5,565

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS: 1) Attached is a copy of "Authority for Survey" & project maps.
2) Request based on January 18, 1982 letter to you from Mr. Miller, Director of ODOT.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
1-18-82	D.E. SWAN, P.E.	OPERATION PROGRAMMING ENGINEER

cc: GEN FILES

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: December 16,1981

File No: 80-47

TO: D. H. MOEHRING Att: D.E. Swan
Ass't State Highway Engineer

FROM: TED SPENCE
Plan and Program Manager

SUBJECT: S.E. Stark Street - S.E. Division Street
S.E. 242nd Drive
City of Gresham
Multnomah County

Here is our programming packet for the subject project. Included are a project request, authority for survey, location prospectus, and an agreement information sheet.

This is an Interstate Transfer project sponsored by Multnomah County. It is listed in the October 1981 MSD TIP on page 58.

The environmental aspects of this project are covered by the statewide categorical exclusion. There is no waterway involvement.

Please request FHWA approval of this project and obligation of $37,100 TEC at this time for preliminary engineering. The obligational authority for this preliminary engineering is to come from a transfer of construction underruns previously identified to Project Management.

po

cc: Frank Terpin
Jon Rose
Robin Brooks
Metro Project Development Units

Attachments

O TO TYPE
12-29-81
G

DERAL AID PROJECT REQUEST

Date June 12, 1981

Applicant Agency Multnomah County ~~FAUS~~ FAIX Project

quest for: Off-System_____, FAS-C_____, (e) 4 Freeway Transfer Funds

Federal Aid Route No. FAU 9877 **Route Name**

Project Name Division - Stark, 242nd Ave.

Project Location (Attach sketch map)

Project Length 3000'

Project Description Construct new left turn lanes on Stark, east and west of 242nd, also construct new left turn lanes on 242nd at Hall Rd. Modify existing left turn lanes on 242nd, north and south of Stark. Install new signals at Division and Stark. Lengthen the left turn lane on 242nd, north of Division St.

Average Daily Traffic 13,500 (242nd Ave) **Design Speed** 40

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Shoulders yes

Width 40' **Travel Lanes** 2 **Parking** not prohibited

Medians none

Sidewalks none

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Shoulders same

Width same **Travel Lanes** same **Parking**

Medians same

Curbed **Length Curb Radii**

Sidewalk/Bikeway same

Remarks Only alterations will be at Stark, Hall and Division Streets.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' **Minimum** 60' **Maximum** 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes______ No XX

3. Will additional right-of-way be needed? Yes______ No XX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes______ No______

Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Stark @ 242nd., Division @ 242nd.

2. **Proposed Signalization:**

Location Stark Street and Division St.

Type Traffic actuated
Phases Eight
Type of Suspension Span wire
Interconnected No
Remarks

3. **Permanent Signing:**

Include in project or by applicant? In project

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Approach Roadway Width
Shoulder Width
Length
Width
To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length
Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No XX

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Multnomah County Department of Environmental Services (Office)
2. Environmental — Multnomah County Department of Environmental Services (Office)
3. Public Hearing — Multnomah County Department of Environmental Services (Office)

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant XX State ____ Consultant ____

2. Project construction engineering to be performed by:

Applicant XX State ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes XX No ______

If "yes," describe briefly: Preliminary and construction engineering

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 155,000
Right-of-way costs (if participating)	~~150,000~~
Traffic control	150,000 Fx.0 ECM
Illumination	
Structures	
Railroad	
Other______	
Preliminary engineering	~~30,000~~ 37,100
PROJECT TOTAL	$ ~~335,000~~ 342,100 ECM.

Remarks______

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

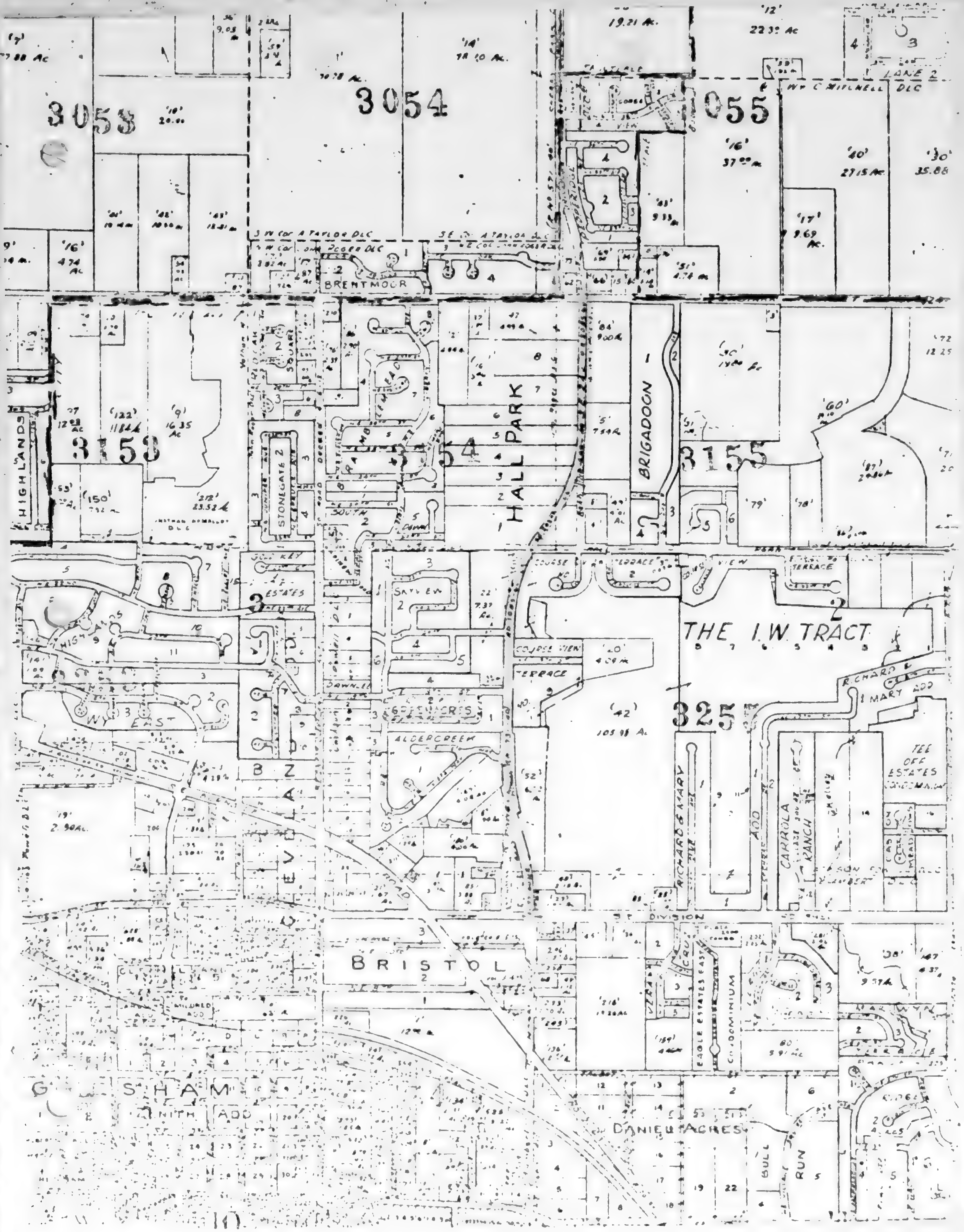
CITY OF ______ and/or Multnomah COUNTY

By______ By R. L. Bennett Jr.

O. J. Domreis, County Engineer

By______ By______

By______


3053
3054
3055
3153
3154
3155
3254
3255
19.21 Ac
22.32 Ac
LANE 2
'16' 4.74 Ac
'16' 37.00 Ac
'40' 27.15 Ac
'30' 35.88
'17' 9.69 Ac
BRENTMOOR
HIGHLANDS
STONEGATE 2
HALL PARK
BRIGADOON
'9' 16.35 Ac
'212' 23.52 Ac
'150'
SKYVIEW
COURSE VIEW TERRACE
THE I.W. TRACT
'42' 105.95 Ac
RICHARD & MARY ADD
CARROLA RANCH
TEE OFF ESTATES CONDOMINIUM
ALDERCREEK
WY' EAST
CLEVELAND
'19' 2.90 Ac
BRISTOL
DIVISION
EAGLE ESTATES
CONDOMINIUM
GRESHAM
SMITH ADD
DANIELS ACRES
BULL RUN

Project S.E. Stark Street - S.E. Division Street, S.E. 24[illegible]d Drive

Agency Multnomah County **Date** December 9, 1981

Type of Project Channelization, Signals

Funds SOS [✓ FAIX] FAUS FASC Title II HBR

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	( )	(X)	( )
Monitor PE	( )	(X)	( )	( )
Field Survey	( )	( )	(X)	( )
Prepare Environmental Statements	(X)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(X)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	( )	(X)	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	( )	(X)	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	( )	(X)	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	( )	( )	(X)	( )
Power Consumption	( )	( )	(X)	( )
Local Match	( )	( )	(X)	( )
* Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: *No additional R/W is anticipated at this time; however, the possibility of R/W should be covered in the agreement.

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE December 9, 1981

PREFIX

1 IDENTIFICATION

PROJECT NAME S.E. Stark Street - S.E. Division Street

HIGHWAY NAME S.E. 242nd Drive (Hogan Drive)

HIGHWAY NUMBER

REGION 1	ADMINISTRATIVE DISTRICT 2C	COUNTY Multnomah	CITY
LENGTH 3000 ft.	MILEPOST NUMBER TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Multnomah County

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer)

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct new left turn lanes on Stark Street east and west of 242nd. Lengthen the existing left turn lanes on 242nd north and south of Stark Street. Possible double left turn lane south of Stark Street.

Construct new left turn lanes on 242nd at Hall Road. Replace the existing traffic signals at the Stark Street and Division Street intersections with eight-phase signals. Lengthen the left turn lane on 242nd, north of Division Street.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1980 - 13,500 (242nd)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 2000 - 15,000 (242nd)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 40

DESIGN STANDARDS AASHTO

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES

	EXISTIN NUMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	Two 12 foot	Two 12 foot
SHOULDERS	Two 8 foot	Two 8 foot
MEDIANS	Left turn lanes at Stark Street and Division Street	Left turn lanes at Stark Street, H[illegible] Road, and Division Street
PARKING LANES	On Shoulders	On Shoulders
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☒	☐	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Electrical

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	N/A

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	37,100	
RIGHT OF WAY		
TRAFFIC CONTROL	150,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	155,000	
OTHER ____________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	342,100	

SUBMITTED BY ______________________

(5050001) ACCT 1/29 2 80-47

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

ction S.E. Stark Street - S.E. Division Street

Highway S.E. 242nd Drive (Hogan Drive) FAU 9877 #26

County Multnomah

Date December 9, 1981

Authorization No. 1

Survey Prefix 726-1933 (Assigned by Salem office)

Description of termini, route, length, etc.:

The route is S.E. 242nd Drive, from S.E. Stark Street on the north, to S.E. Division Street on the south. The length is 3000 feet.

Proposed:
At 242nd at Stark, construct new left-turn lanes on Stark and modify existing left-turn lanes on 242nd. At 242nd at Hall, construct new left-turn lanes on 242nd. At 242nd at Division Street, lengthen the left-turn lane on 242nd north of Division. New signals will be installed at Division and at Stark streets.

Purpose of survey:

Multnomah County to perform preliminary engineering. The State will monitor and complete PS&E.

Estimate of cost: $305,000 (Construction)
Funding: FAIX (Mt. Hood Transfer)
Class II Statewide Categorical Exclusion

Field Survey	(901)	1,500
Citizen Participation	(902)	
City or County	(903)	30,000
Consultant	(904)	
Final Design	(905)	800
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	1,200
Landscape	(912)	
Liaison R/W	(913)	1,000
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	2,000
Administrative Services	(922)	200
Environmental	(923)	200
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

Approved by Hwy Eng'r 12-31-81

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making surveys until approved and returned.

Submit separate order for each survey.

RECEIVED
JAN 12 1982
LOCATION SECTION

Total estimated cost of survey	$ 37,100
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer
Field Engineer

Recommended for Approval:
ROBERT N. BOTHMAN, Metropolitan Administrator

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

Form FHWA 121 (1/80)

B

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-9877(-)
SE. Stark St.-SE. Division St.
SE. 242nd Drive (Hogan Drive)
Multnomah County

Date: September 18, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, ODOT

The category request has been reviewed and we concur in the classification as Category 2.

However, we recommend that the termini for the study be re-evaluated. Since this is the primary connecting route between the Mt. Hood Highway and I-84, it may be more appropriate to extend the analysis from I-84 on the north and SE. Burnside Road (Mt. Hood Highway) on the south.

G. L. Green

cc:
✓ODOT (E S Hunter, Tech Svcs)
OSHD (Env, Reg I)

SEP 1 [illegible]
REFER TO
FO
Info

1982 Pendleton Sig. Improve. 9578
Proj. on the Pendleton-John Day
Hwy. (Traffic Sig. Install.)

C&A 3661 - 11-22-82

Smead®
No. 2-152-5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN UT
McGREGOR, TX-LOCUST GROVE GA
U.S.A.

rll

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 3/15/85	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. HES-000S(3)
COMPLETION DATE (Actual) 8/6/83	ACCEPTANCE DATE BY CONRTACT AGENCY 2/24/84	TIME ELAPSED $\frac{199}{200}$ = 99.5 %	CONTRACT TIME 200 calendar days

LOCATION

City Streets, City of Pendleton, Umatilla County, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PENDLETON SIGNAL IMPROVEMENT PROJECT
PENDLETON - PENDLETON/JOHN DAY HIGHWAYS
Traffic Signal Installations

This project provided for signal improvements at several location in the City of Pendleton.

The final cost of the original contract items was $216,502.61 or a 0.1 percent overrun of the contract bid amount of $216,337.19. The final cost of the project inlcuding all project changes and engineering was $277,922.63.

All participating work has been completed.

A final inspection of the completed work was made by FHWA October 25, 1983.

NOTED
W.E. [illegible]

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO
Fredrickson
FOR
Info | Inve. | R/D | D/R | Sign | Act | File

cy
3/27

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. D. B. Carter		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 3/21/85	TITLE Field Operations Engineer	DATE 3/26/85

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9578

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-125	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Umatilla
MODIFICATION NUMBER 3		Project Number HES-000S(3)

5 8 84

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 11, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 301,221.00	$ 305,194.00
Federal funds	$ 271,098.00	$ 274,674.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of May, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 10, 1984

Federal-Aid Project No. HES-000S(3)

Pendleton Signal Improvement Program
Pendleton/John Day Highway
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 27,000.00

Type Code Y031
Traffic Signal Improvement (Pendleton)(15 Locations)

Subtotal of previous estimate of January 5, 1983			$ 238,453.50
Additional Work			
Illum. Signs & Signal Revision (P.A. #2)	All Required		$ 10,096.00
		Increase	$ 10,096.00
		Subtotal	$ 248,549.50
		Engineering	29,644.50
		Total	$ 278,194.00
Length of Project			0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 27,000.00	$ 24,300.00	$ 2,700.00
Signals	278,194.00	250,374.00	27,820.00
Total	$ 305,194.00	$ 274,674.00	$ 30,520.00

Group 1 91%; Group 8 9%
Contract No. 9578
Prefix: 30-1969
Rrefix: 30-1085

RHZ:bkb

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-151

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Umatilla

Project Number HES-000S(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 11, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 291,232.00	$ 301,221.00
Federal funds	$ 262,108.00	$ 271,098.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon October 20, 1983

Federal-Aid Project No. HES-000S(3)

Pendleton Signal Improvement Project
Pendleton/John Day Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 27,000.00

Type Code Y031
Traffic Signal Improvement (Pendleton)(15 Locations)

Subtotal of previous estimate of July 28, 1983	$ 234,587.19

Previous Estimate

Signal Pole Bases & S.W. Ramps (E.W.O. #1)	All Required	$ 15,000.00

Revised Estimate

Signal Pole Bases & S.W. Ramps (E.W.O. #1)	All Required	$ 18,866.31

Increase	$ 3,866.31
Subtotal	238,453.50
Engineering	35,767.50
Total	$ 274,221.00

Length of Project	0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 27,000.00	$ 24,300.00	$ 2,700.00
Signals	274,221.00	246,798.00	27,423.00
Total	$ 301,221.00	$ 271,098.00	$ 30,123.00

Group 1 91%; Group 8 9%
Contract No. 9578
Prefix: 30-1969
Prefix: 30-1085

State ~~DIVISION FILE COPY~~

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-78		County Umatilla
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-000S(3)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 11, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 276,232.00	$ 291,232.00
Federal funds	$ 248,608.00	$ 262,108.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter

Manager, Program Section
(Title)

XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Co. file

Oregon State Highway Division
Salem, Oregon July 28, 1983

Federal-Aid Project No. HES-000S(3)

Pendleton Signal Improvement Project
Pendleton/John Day Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$	27,000.00

Type Code Y031
Traffic Signal Improvement (Pendleton)(15 Locations)

Subtotal of previous estimate of January 5, 1983	$	219,587.19

Additional Work

Signal Pole Bases & SW Ramps (E.W.O. #1)	All Required	$	15,000.00

Increase	$	15,000.00
Subtotal	$	234,587.19
Engineering		29,644.81
Total	$	264,232.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 27,000.00	$ 24,300.00	$ 2,700.00
Signals	264,232.00	237,808.00	26,424.00
Total	$ 291,232.00	$ 262,108.00	$ 29,124.00

Group 1 91%; Group 8 9%
Contract No. 9578
Prefix: 30-1969
Prefix: 30-1085

957[illegible]

STATE COP

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-254		County Umatilla
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number HES-000S(3)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 11, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 27,000.00	$ 276,232.00
Federal funds	$ 24,300.00	$ 248,608.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 28th day of January, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

Acting Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 5, 1983

Federal-Aid Project
No. HES-000S(3)

Pendleton Signal Improvement Project
Pendleton/John Day Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 27,000.00

Type Code Y031
Traffic Signal Improvement (Pendleton)(15 Locations)

Mobilization		All Required	$ 5,150.00
Temporary Protection and Direction of Traffic		All Required	2,500.00
Temporary Signs	337 Sq. Ft.	7.75	2,611.75
Temporary Barricades	8 Each	79.18	633.44
Flagmen	200 Hour	16.24	3,248.00
Sidewalk Ramps	17 Each	200.00	3,400.00
Traffic Signal Installation, Complete		All Required	193,483.00
Fire Preemption Installation, Complete		All Required	5,311.00
			$ 216,337.19

Anticipated Items

Signal Controller Testing	All Required	$ 3,250.00
	SUBTOTAL	$ 219,587.19
	Engineering	29,644.81
	TOTAL	$ 249,232.00

Length of Project --------- 0.00 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 27,000.00	$ 24,300.00	$ 2,700.00
Signals	249,232.00	224,308.00	24,924.00
Total	$276,232.00	$248,608.00	$27,624.00

Group 1 91%; Group 8 9%
Contract No. 9578
Prefix: 30-1969
Prefix: 30-1085

STATE COPY 2

TO BE COMPLETED BY FHWA 5-63	**U.S. DEPARTMENT OF TRANSPORTATION** **FEDERAL HIGHWAY ADMINISTRATION** **FEDERAL-AID PROJECT AGREEMENT** 5-11-81	STATE OREGON COUNTY UMATILLA PROJECT NO. HES-000S(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 & SR 37 in Pendleton

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-20-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA

ESTIMATED TOTAL COST OF PROJECT $ 27,000.00	FEDERAL FUNDS $ 24,300.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon May 5, 1981

Federal Aid Project
No. HES-000S(3)

Pendleton Signal Upgrading Project
Pendleton & Pendleton - John Day Highways
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$27,000.00
	TOTAL	$27,000.00

Length of Project ------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 27,000.00	$ 24,300.00	$ 2,700.00
Retain in Program			
Contract Work	300,000.00	270,000.00	30,000.00
TOTAL	$327,000.00	$294,300.00	$32,700.00

Group Prefix 1-100%

9-10

F

March 7, 1984

United States Fidelity & Guaranty Co.
PO Box 1701
Portland, OR 97207

CON 5
#9578

Gentlemen or Ladies:

On March 1, 1984, we wrote to you concerning release of final payment on Contract No. 9578 awarded to Cherry City Electric, Inc. for traffic signals on the Pendleton Signal Improvement Project on the Pendleton-John Day Highway and the Pendleton Highway in Umatilla County.

Final payment on this contract is $2,000.77. The total contract amount is $245,034.22 including $19,668.61 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Cherry City Electric, Inc.
635 17th Street SE
Salem, OR 97301

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-000S(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10137

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-19-83

8. FEDERAL ROUTE NUMBER Primary 30 and 25

9. STATE ROUTE NUMBER Primary 28 & 67

10. GENERAL LOCATION:

PENDLETON SIGNAL UPGRADING PROJECT

11. GENERAL DESCRIPTION OF WORK

Furnish and install signal poles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of September 19, 1983 as requested in Mr. Keasey's letter of October 27, 1983 as being cost-effective for the use of State forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $3,000; Federal Funds $2,700.

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STATE HWY ENGR
NOV 16 '83
REFER TO Potter
FOR
Info | Inter | R/D | D/R | Sign | Act | File

Orig. to
11/17

14. DATE 11-9-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATEMENT OF OVERRUNS AND UNDERRUNS

Contract No: 9578
Prefix: 30-1085
F.A. No: HES-oooS (3)

Project: Pendleton Signal Improvement
Highway: Pendleton-John Day
County: Umatilla

SUMMARY

Item No.	Item	Unit	Original	Semi-final	± %
	Bid Items	$	216,337.19	216,501.84	0
	Anticipated Items	$	3,250.00	3,250.00	0
	Contingences	$	9,881.42	28,531.61	+189
	Engineering	$	19,762.85	20,500.00	-5
	Auth. Increase	$	22,218.58		
	Engr. Increase	$	1,781.42		
	Total	$	273,231.46	268,783.45	-2

All substantial changes were evaluated and none were found to meaningfully affect the total project cost.

1 Versteeg ✓
Anderson
2 Adams
Tig Macnab
Stoudenmeyer
Terpin
Trout
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No. 25 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Pendleton Signal Improvement Project

WEEK ENDING Aug. 20, 1983

SECTION PREFIX 30-1085

HIGHWAY Pendleton-Pendleton/John Day

COUNTY Umatilla

NAME OF JOB Pendleton Signal Imp. Proj.

KIND OF WORK Traffic Signal Installation

CONTRACTOR Cherry City Electric, Inc.

CONTRACT NUMBER 9578

FEDERAL AID PROJECT NUMBER HES-000S(3)

DATE OF CONTRACT January 4, 1983

DATE WORK STARTED February 28, 1983

ESTIMATED COMPLETION DATE August 2, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 **SUPERVISION** 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 200

CALENDAR DAYS USED 199

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 99.5%

PROJECT AUTHORIZATION: * 273,231.46 $ ~~249,231.46~~

EXCLUSIVE OF ENGINEERING: $ 229,468.61

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ENGINEERING AUTHORIZATION $ 19,762.85

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING 248,474.68 $ ~~229,468.61~~

ENGINEERING COST TO DATE $ 18,422.10

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 107%

DATE PROJECT WAS COMPLETED August 6, 1983

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 7 %

PERCENT OF AUTHORIZATION 93 %

*Auth. 8-16-83 JHO

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14		0		
MONDAY 15	Clear, hot	0		
TUESDAY 16	Clear, hot	0		
WEDNESDAY 17	Clear , hot	.0		
THURSDAY 18	Clear, hot	0		
FRIDAY 19	Clear, hot	0		
SATURDAY 20		0		

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CONSTRUCTION SECTION
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CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	No Activity
MONDAY 15	Salem technician overhauling Signal Timing Motors, etc.
TUESDAY 16	Salem technicians continue working on Signals, etc.
WEDNESDAY 17	Technicians continue working on Signals, etc. Final Inspection
THURSDAY 18	No Activity
FRIDAY 19	No Activity
SATURDAY 20	No Activity

REMARKS

Salem Technicians have finished work on Signals.

Contracotr has completed all work on project, including extra work orders and work on price agreements.

SIGNED LOCATION Pendleton

for Bobby D. Johnson, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

Consent Calendar
5(b)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: August 2, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Pendleton Signal Improvement Section
Pendleton-Pendleton/John Day Highways; Umatilla County
Contract No. 9578

This federal-aid signal improvement project is approximately 70 percent complete and it now appears that the final cost will exceed the project authorization by $24,000 or 9.6 percent.

Two poles located in the sidewalks were found to be above basements of adjoining businesses and therefore the bases of these poles required work which differed considerably from that provided for in the contract. Since many unknown factors remained even after discovery of the need for the added work, it was performed on a force account basis. This work added $18,000 to the cost of the project.

Inspection of the project by the Traffic Engineer revealed a serious lack of power service points at a number of locations. It was necessary to change the service points at these locations in order to provide a safe and efficient signal system. This work added $10,096 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $24,000 to a new total of $273,231.46. This matter will be on the consent calendar for the August meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: July 26, 1983

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S.COULTER

SUBJECT: Request for Increase in Project Authorization
Pendleton Signal Improvement Section
Pendleton-Pendleton/John Day Highway; Umatilla County
Contract No. 9578

This federal-aid signal improvement project is approximately 70 percent complete and it now appears that the final cost will exceed the project authorization by $24,000.00 or 9.6 percent.

Two poles located in the sidewalks were found to be above basements of adjoining businesses and therefore the bases of these poles required work which differed considerably from that provided for in the contract. Since many unknown factors remained even after discovery of the need for the added work, it was performed on a force account basis. This work added $18,000 to the cost of the project.

Inspection of the project by the Traffic Engineer revealed a serious lack of power service points at a number of locations. It was necessary to change the service points at these locations in order to provide a safe and efficient signal system. This work added $10,096 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $24,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
B. D. Johnson
R. D. Church
D. E. Swan

81-125-1387

r11

OSHD (Coulter)
Region (HCM-010)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Umatilla	**DIVISION** Oregon
DATE OF INSPECTION 5/24/83	**INSPECTION MADE BY** David B. Carter, Area Engineer		**PROJECT NO.** HES-000S(3

IN COMPANY WITH
Bobby D. Johnson, Project Manager, CSHD

LOCATION
City streets, City of Pendleton, Umatilla County, Oregon

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 22 '83
REFER TO Keasey
FOR
Info Inves R/D D/R Sign Act File

CONTRACTOR NAME AND ADDRESS
Cherry City Electric Inc., 635 17th Street SE, Salem, Oregon 97301

AWARD DATE 1/4/83	**CONTRACT AMOUNT** $216,337.19	**TIME ALLOWED** 200 C D	**TIME STARTED** 1/15/83	**WORK STARTED** 2/28/83
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 63%	**WORK COMPLETED** 24%	

REMARKS

PENDLETON SIGNAL IMPROVEMENT PROJECT
PENDLETON-PENDLETON/JOHN DAY HIGHWAYS
UMATILLA COUNTY
Traffic Signal Installations

This project provides for signal improvements at several locations in the City of Pendleton.

Work Completed

The poles foundations are complete. Some poles have been erected.

Work in Progress

The contractor was erecting poles.

Comments

Extra Work Order No. 1 has been issued to the contractor to provide for construction of pole foundations for poles numbers 5 and 10. During construction it was determined that these pole foundation locations were over sidewalk basements. This required much more extensive pole foundations than had been originally designed. Price Ageeement No. 1 is also part of this work. This price agreement gives a credit to the project for the two pole foundations which were included in the contract lump sum item.

Several of the signal poles are positioned in the cross walk area but do not affect the usage of the sidewalk ramps. Obstacles including the existing signal poles necessitated placing the new foundations where they are located. On future signal projects it is recommended that the local entity be given the opportunity to review the foundation location after it has been established in the field but before work has begun. This could result in improved signal pole locations.

The project time has been listed as satisfactory as it is anticipated the contractor can complete the project on time.

6

HIGHWAY DIVISION - ODOT LOC 19

F I L E December 15, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
December 16, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 16, 1982 on the following projects:

1. Pendleton Signal Improvement
   Pendleton-John Day Highway, Umatilla County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian and bicycle use.

2. Lakewood Bay (N. Shore) Bridge (Lake Oswego)
   N. Shore Road, Clackamas County
   Structure

   Twenty-one-foot roadway on approaches and structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Jewell Junction-M.P. 23.8
   Fishhawk Falls and Sunset Highways, Clatsop County
   Grading and Paving

   Intersection improvement and climbing lane construction. Twelve-foot lanes and four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Oregon Coast Highway @ North Bay Drive
Coos County
Grading and Paving

Intersection improvement. Twelve-foot lanes with four-foot shoulders.

Same as No. 3.

5. Oakland/Shady Highway @ Elkton/Sutherlin Highway
Douglas County
Traffic Signals

Pedestrian signals and curb ramps will be installed for bicycle and pedestrian use.

6. Wilbur
Oakland/Shady Highway, Douglas County
Grading

Vertical curve improvement. Twelve-foot lanes with four-foot shoulders.

Same as No. 3.

7. Elanco Lane-Donovan Drive (Eugene)
Norkenzie Road, Lane County
Grading and Paving

Fifteen-foot lanes with barrier protected, four-foot footpath/bicycle lane. Four-foot sidewalk instead of barrier on one side near end of project.

8. Steel Bridge-NW 14th Avenue (Portland)
Front Street, Multnomah County
Grading and Paving

Four lanes with median. Five-foot sidewalk on one side for pedestrian use.

9. Sunset Highway-Walker Road
NW 185th Avenue, Washington County
Grading, Paving and Signals

Four eleven-foot lanes with 12-foot median and a four-foot shoulder bikeway on each side. Pedestrian signals will be be installed.

10. Lyons and Ellsworth Streets (Albany)
Albany-Corvallis Highway, Linn County
Grading and Paving

Forty-two-foot curb-to-curb. New base and surfacing to be constructed between curbs.

Same as No. 3.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

23

STATE OF OREGON INTEROFFICE MEMO

ROAD DESIGN SECTION 378-6558
DEPT TELEPHONE

TO: Jack Sullivan
Specifications Engineer

DATE: 12-13-82

FROM: Duane T. Ridings
~~Design Team Supervisor~~ Program Management

SUBJECT: Footpath and Bicycle Trail Quantities for
Pendleton Signal Improvement Project
Pendleton/John Day Highway
Umatilla County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM	UNIT	QUANTITY		
Mobilization	7%	All Required		$ 910.00
Temp. Protection + Direction	7%	" "		189.00
Temporary Signs	24	Sq. Ft.	6.00	144.00
Temp. Barricados	1	Each	125.00	125.00
Flagmen	14	Hour	10.00	140.00
Sidewalk Ramps	17	Each	300.00	5,100.00
Traffic Signal Installation Comp.	7%	All Required		16,940.00
				$ 23,548.00
Signal Controller Testing	7%	All Required		227.50
				$ 23,775.50

Width ______ ______

Length ______ ______

9%

cc: Don Shaffer
Duane Ridings
Bob Church
Don Trout
Bill Zirbes

November 22, 1982

City of Pendleton
City Hall
Pendleton, OR 97801

AGR 4-1

Attention: Duane Cole
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 3661

Gentlemen:

Attached for your files is a fully executed copy of a Construction-Finance Agreement for traffic signal improvements on the Pendleton-John Day Highway, No. 28, and Pendleton Highway, No. 67.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: D. E. Swan
Program Control Engineer

DATE: August 31, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Hazard Elimination Project
Traffic Signal Improvements
Pendleton Highway No. 67 and Pendleton-John Day Highway No. 28
City of Pendleton
Agreement No. 3661

The scope of the project has changed and the following revisions to the agreement are necessary.

Under "Recitals", Item No. 2, change list to include the following:

On the Pendleton Highway (Court and Dorian Streets)

Court Street at S.E. 3rd Street
Court Street at S.E. 1st Street
Court Street at Main Street
Court Street at S.W. 1st Street
Court Street at S.W. 4th Street
Court Street at S.W. 7th Street
Court Street at S.W. 10th Street✓
Dorian Street at S.W. 10th Street✓
Dorian Street at S.W. 6th Street
Dorian Street at S.W. 4th Street
Dorian Street at S.W. 1st Street
Dorian Street at Main Street
Dorian Street at S.E. 1st Street

On the Pendleton-John Day Highway (Emigrant and Frazer Avenues)

Emigrant Avenue at Main Street
Frazer Avenue at Main Street

Under "State Obligations", Item No. 2, revise the last two sentences to read:

> "State shall maintain all traffic signal installations listed under Item No. 2 in "Recitals" contained hereinbefore."

The major signal equipment items listed below shall be maintained by the State, however, if it becomes necessary to replace any of the listed items, the cost of such replacement will be shared by the City and State equally. The State will replace the equipment and bill the City for one-half of the actual cost.

1. Poles and pedestals, including foundations.
2. Controller and cabinet.
3. Vehicle and signal heads, not including backplates.

If the City has fire pre-emption devices as a part of the traffic signal installations, the State will maintain such devices and bill the City 100 percent of the cost.

Item 3 - Eliminate this paragraph. This is a City responsibility as listed under Item 2 of "City Obligations".

L E George

L. E. George - Traffic Engineer

WRZ:ds
Attachment

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

August 3, 1982

Mr. L. E. George
Traffic Engineer
State Highway Division
Transportation Building
Salem, Oregon 97310

RE: Construction-Finance Agreement
Traffic Signal Installation No. 3661

Dear Mr. George:

Enclosed is a proposed agreement with respect to the above matter. Mr. Odman and myself met with Mr. Lang on July 28, 1982, to discuss the contract. As you will recall Mr. Lang telephoned you during our meeting and discussed some of our concerns.

We found our meeting with Mr. Lang very beneficial and would thank your department for allowing him to visit with us and discuss this concern of both of our respective governmental units. As a result of that meeting we each, I believe, have a better understanding of the concepts and proposed agreement involved and have reduced those proposals to writing in our agreement which we are tendering to you.

Once you have signed the agreement which we are tendering you we will present it to our City Council for ratification by the Mayor and City Recorder. If your legal counsel feels it necessary to understand the nature of their power to enter into such an agreement we would be more than happy to enclose a copy of our current City Charter.

Again, thank you for your courtesies in this matter.

Very truly yours,

Rudy M. Murgo
City Attorney

rmm/sg
cc: Roger Lang, State Highway Division, LaGrande
C. David Crumpton, City Manager
Jerry Odman, Public Works Director
dictated: July 29, 1982

L. E. GEORGE

RECEIVED
AUG 9 1982
TRAFFIC ENGINEERING

THE WORLD'S ROUND-UP CITY

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

Attn: Mainor Holmes

TO: D. E. Swan
Program Control Engineer

DATE: June 24, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Pendleton Signal Improvement Project
Pendleton Hwy. No. 67 and Pendleton John Day Hwy. No. 28
City of Pendleton Agreement No. 3661

The changes, omissions, and/or additions in the subject agreement proposed by the Pendleton City Attorney do not have our approval. Of the thousands of agreements entered into by the Highway Division (State) few, if any (to our knowledge) have been contested. To allow any or all city, county or other attornies to rewrite our standardized agreement forms would invite much more time, correspondence, and bother in trying to reach our goals.

If the City Attorney has any specific legal reasons for making the proposed changes, these of course, should be addressed.

LE George

L. E. GEORGE - TRAFFIC ENGINEER

BET:np

cc: R. D. Hector

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: D. E. Swan   Attn: Mainor Holmes
Operations Programming

DATE: March 26, 1982

FROM: L. E. George
Traffic Engineer

30-1969

SUBJECT: Pendleton Signal Improvement
Pendleton Highway No. 67 and
John Day/Pendleton Highway No. 28
Umatilla County

Please prepare an agreement between the State and the City of Pendleton for an HES project to improve the signalization of the subject highways in Pendleton.

The intersections involved are:

Court Street at S.E. 1st Street
Main Street
S.W. 1st Street
S.W. 4th Street

Dorian at Main Street
S.W. 1st Street
S.W. 4th Street

Main Street at Emigrant Avenue
Frazer Avenue

State will assume all maintenance of the above listed intersections. In addition, State will assume maintenance of the Time Based coordination system at the intersections of:

Court Street at S.E. 3rd Street
S.W. 4th Street
S.W. 7th Street

Dorian Street at S.W. 4th Street
S.W. 6th Street

State will continue full maintenance of the signal at S.E. 1st Street and Dorian. City will pay all power costs.

This agreement will supercede all or portions of previous agreements dated August 19, 1960, and December 17, 1968.

2271 3661

L E George

agreement draft to typist 3-29-82.
MCH

L. E. GEORGE - TRAFFIC ENGINEER

BET:np

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Maintenance Branch

TRA 7-6

HES-000S(3)

TO: MEMO ~~TO FILE~~

DATE: February 23, 1982

Dick Bladorn:
please see me!
Gl

SUBJECT: Pendleton Signal Improvement Project

A meeting was held in Pendleton on February 18, 1982, to reach an agreement for the subject project. Those in attendance were: Dave Crumpton, Pendleton City Manager; Jerry Odman, Pendleton Public Works Director; Pat Schwartz, OSHD Region Engineer; Bob Hector, OSHD Region Construction Engineer; George Strawn, OSHD Region Traffic Operations Supervisor and the writer.

The following items were agreed upon:

> Proceed with the Title II project, upgrading of nine signalized intersections, which includes mast arm signals at the intersections of Main Street with Court, Dorian, Emigrant and Frazer. Time Base coordination at all intersections on the highway system, 15 total. Fire Preemption should be included in the project and if the investigation, to be taken in July, reveals it does not warrant the preemption, it will be canceled from the contract by Price Agreement. The warrant study should cover the areas where the City would prefer preemption, Court at 7th, Court at 10th and Dorian at 10th.
>
> The City of Pendleton will pay for the match on the preemption, if warranted, and the power for all 15 intersections.
>
> The State will take over maintenance of the nine signalized intersections which are upgraded plus the existing intersection at Dorian and SE 1st which we now maintain. The State will maintain all Time Base coordination equipment (15 intersections). This leaves the City maintaining the following intersections (5): Court at SW 7th, Court at SW 4th, Court at SE 3rd, Dorian at SW 7th, and Dorian at SW 4th as per agreement #2271, dated August 19, 1960.
>
> The City of Pendleton will cancel our debt of $21,781.76 for the controller replacements.

Bob Aldrich

Bob Aldrich, P.E.
Operations Services Engineer

BA:mmw
cc: Jerry Odman
W. E. Schwartz
L. E. George --please proceed with agreement. ✓

B

NOTED
VERNON L TABERY

NOTED
W.R. ZIRBES

L E GEORGE

NOTED
RICHARD BLADORN

RECEIVED
24 1982
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

NOTED
GLEN L. CLARK

N

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Pendleton Signal Upgrading Program

HIGHWAY NAME: Pendleton and Pendleton - John Day

HIGHWAY NUMBER: 67 and 28

REGION 5	ADMINISTRATIVE DISTRICT 12	COUNTY Umatilla	CITY Pendleton

LENGTH: 0.55

MILEPOST NUMBER: 67-2.88, 28-0.54 TO 67-3.42, 28-0.62

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II High Hazard

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

To upgrade to current standards, two-phase traffic signals at nine intersections in the City of Pendleton. Eastbound on the Pendleton Hwy., Dorian Ave., improve the signalized intersections at S.W. 10th, S.W. 1st and Main St. Westbound, Court Ave., improve signalized intersections at S.E. 1st, Main St., S.W. 1st and S.W. 10th. Improve the signalized intersections of the Pendleton-John Day Hwy and Main St., both South bound (Emigrant) and Northbound (Frazer).

RECEIVED

MAY

ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 9100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☒	☐	☐
PROPOSED	☐	☐	☐	☒	☐	☐

DESIGN SPEED (MPH): N/A

DESIGN STANDARDS

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

APPROVED

Location Engineer

Date 4/23/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN NUMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12 to 14 feet	2 - 12 to 14 feet
SHOULDERS	0	0
MEDIANS	0	0
PARKING LANES	2 - 8 to 20 feet	2 - 8 to 20 feet
SIDEWALKS	2 - 5 to 10 feet	2 - 5 to 10 feet
BIKEWAYS	0	0
INTERCHANGES	0	0
OTHER:	0	0

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☒	☐	☐	Railroad Crossing	☐	☒	☐
Signing	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River __________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream __________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power and Telephone

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

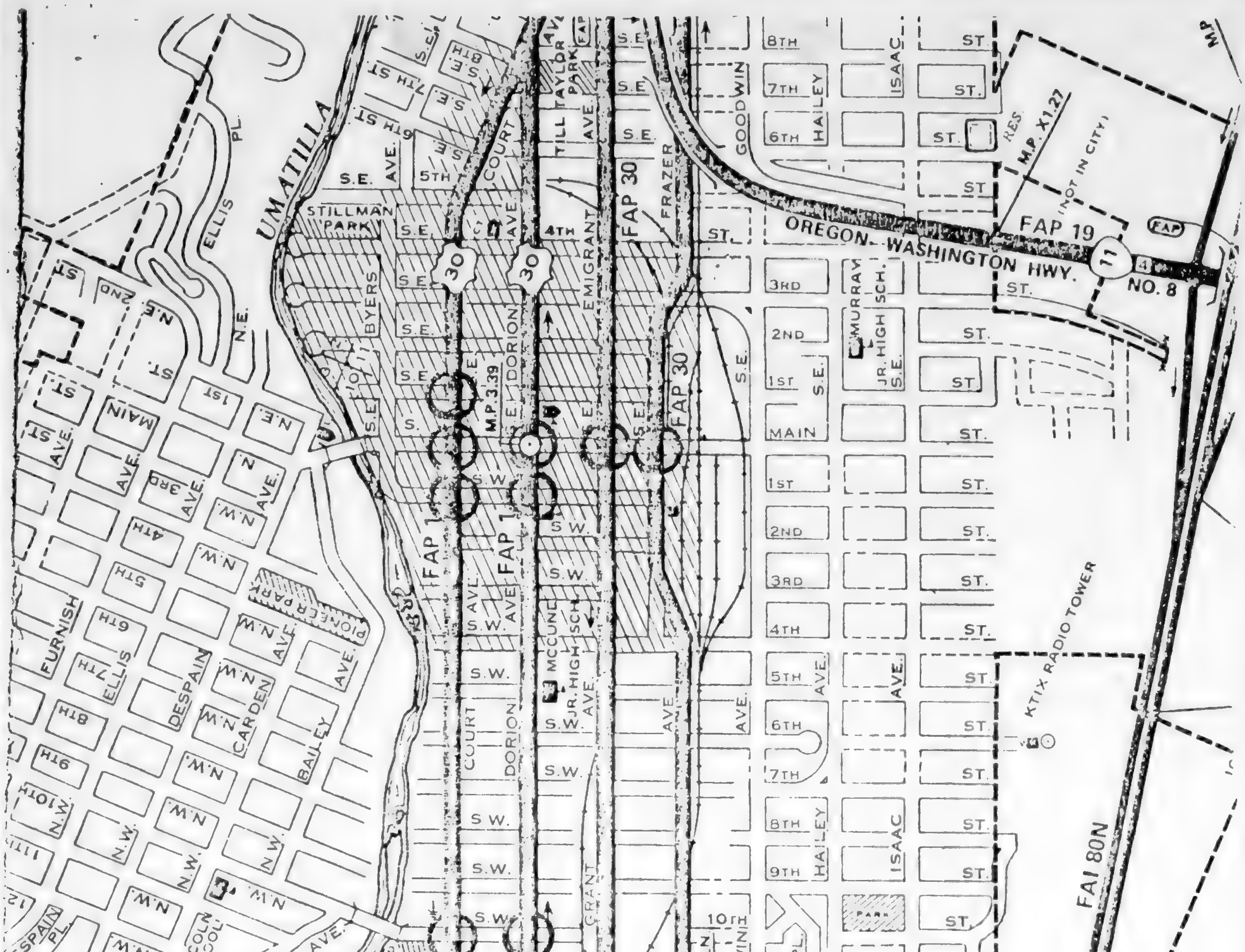
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,600	27,000
RIGHT OF WAY		
TRAFFIC CONTROL	15,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Signals	230,000	
ENGINEERING & CONTINGENCIES 20%	51,120	
PROJECT TOTAL	306,720	323.120

SUBMITTED BY


UMATILLA
R.R.
FAP 1
FAP 30
FAP 19
FAI 80N
OREGON - WASHINGTON HWY. NO. 8
30
37
11
M.P. 3.39
M.P. X1.27
RES.
(NOT IN CITY)
STILLMAN PARK
PIONEER PARK
ROUNDUP GROUNDS
ROUNDUP PARK
ROUND UP STADIUM
FALLEN FIELD
BALL PARK
PARK
TILL TAYLOR PARK
MCCUNE S.W. JR. HIGH SCH.
MURRAY JR. HIGH SCH.
HAWTHORNE SCHOOL
LINCOLN SCHOOL
KUMA RADIO STATION
KTIX RADIO TOWER
COURT AVE.
DORION AVE.
EMIGRANT AVE.
FRAZER AVE.
GRANT
GOODWIN
HAILEY AVE.
ISAAC AVE.
BYERS AVE.
ELLIS
FURNISH
DESPAIN
CARDEN AVE.
BAILEY AVE.
N.W. AURA AVE.
MAIN ST.
S.W. GOODWIN LN.
PL.
N

Proposed Project Locations

PENDLETON

UMATILLA COUNTY OREGON

PRO-6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 4, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

The City of Pendleton has requested a project to upgrade the traffic signals at nine intersections on the Pendleton and Pendleton-John Day Highways. The major portion of the project will consist of adding 12-inch red lenses and additional signal heads.

Construction will be by contract, with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pendleton Signal Upgrading Pendleton & Pendleton-John Day Highways Umatilla County	$300,000	$270,000	$30,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George
Traffic Engineer

RHB:er

Attachment

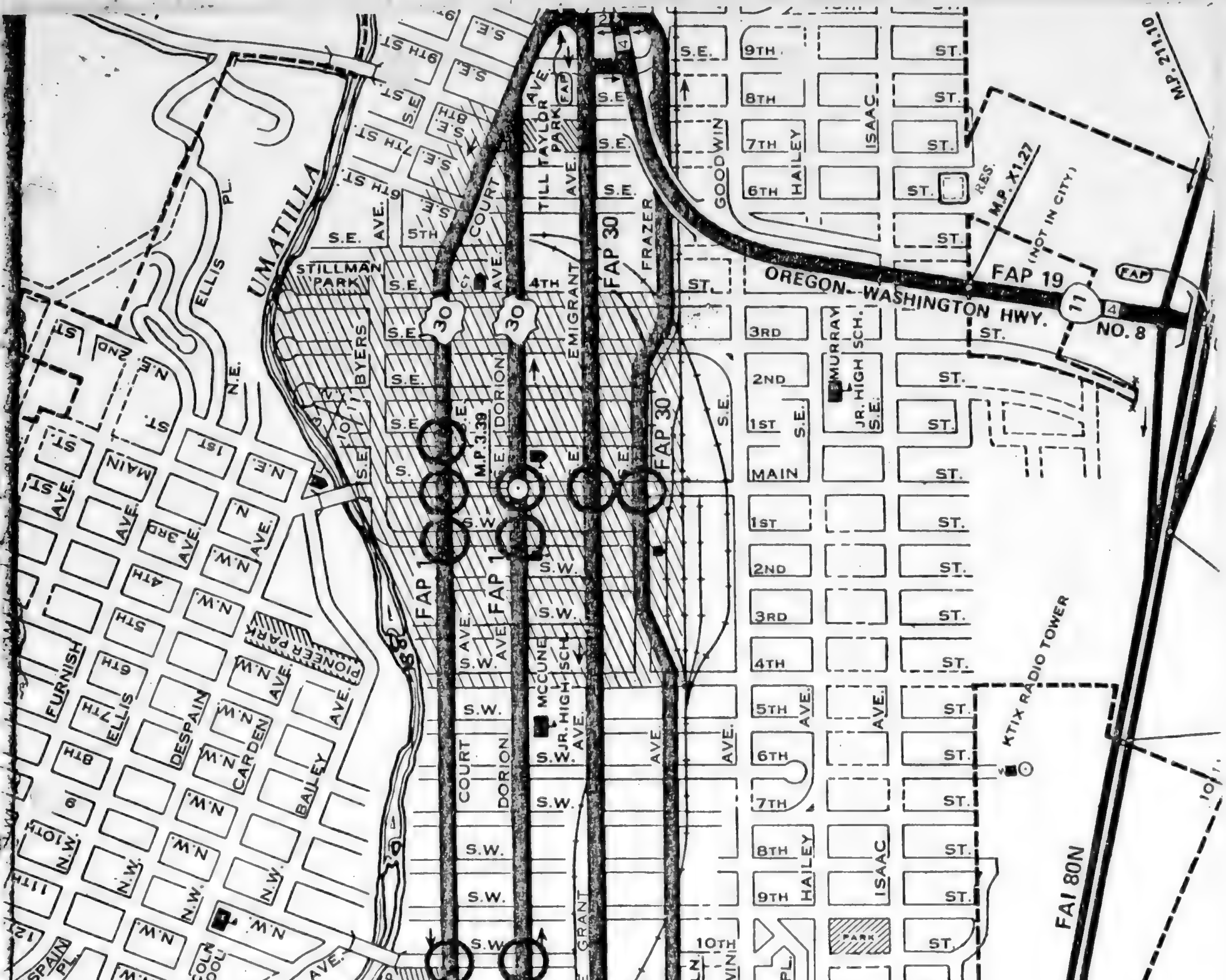
APPROVED:

H S Coulter
State Highway Engineer

DATE: 3-11-81

RECEIVED
STATE HWY ENGR
MAR 12 '81
REFER TO
FOR
Info | Inves | [illegible] | [illegible] | Sign | Att | File

Contains Recycled Materials


Proposed Project Locations
UMATILLA
STILLMAN PARK
PIONEER PARK
ROUNDUP PARK
ROUNDUP GROUNDS
ROUND UP STADIUM
FALLEN FIELD
BALL PARK
TILL TAYLOR PARK
MCCUNE JR. HIGH SCH.
MURRAY JR. HIGH SCH.
LINCOLN SCHOOL
HAWTHORNE SCHOOL
KUMA RADIO STATION
KTIX RADIO TOWER
PARK
FAP 1
FAP 30
FAP 19
FAI 80N
OREGON-WASHINGTON HWY. NO. 8
M.P. 3.39
M.P. X1.27
M.P. 211.10
RES.
(NOT IN CITY)
30
37
11
R.R.
COURT AVE.
DORION AVE.
EMIGRANT AVE.
FRAZER AVE.
GOODWIN
HAILEY AVE.
ISAAC AVE.
BYERS AVE.
GRANT
CARDEN AVE.
FURNISH
ELLIS
DESPAIN
BAILEY AVE.
N.W. AURA AVE.
S.W. GOODWIN LN
MAIN ST.
N

PENDLETON

UMATILLA COUNTY, OREGON

1982 Lakewood Bay (N. Shore)Br. 9579
Sec. of N. Shore Rd. In Lake
Oswego. (Structure)

CdA 7185' 12-29-82

Smead®
No. 2-152-5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN
MCGREGOR, TX-LOCUST GROVE, GA
U.S.A.

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 144943
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5512	DATE 3/2/87	VENDOR NUMBER 0001001057-00

City of Lake Oswego
345 N. State Street
P.O. Box 369
Lake Oswego, OR 97034

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09579-011	L02	8051			844010	20	$4,146.40

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:		TOTAL PRICE
Final Settlement BROS 0303(1) Lakewood Bay (North Shore Dr.) Bridge See attached itemized statement	Amount Due	$4,146.40
GL 1140 SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)	TOTAL AMOUNT DUE	$4,146.40

← FOLD

Mike S hultz - 378-6514
IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

1577

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 11-28-86

CITY: Lake Oswego AGREEMENT NO: 7185 PROJECT NO: BROS-0303(1)

CONTRACT NO: 9579 SECTION: Lakewood Bay (North Shore Dr.) Br.

PRELIMINARY ENGINEERING PREFIX 303-1915:	PARTICIPATING	Non PARTICIPATING
Project Manager	$ 6,226.39	$
Payment to City of Lake Oswego	1,707.16	
Final Design	1,445.32	
Bridge Design	4,667.50	
Region Geology	683.15	
Traffic Section	75.48	
R/W Liaison	190.78	
Region Utility Liaison	226.80	
Audit Services	196.98	
Location	77.40	
Program Section	100.63	
Specifications	1,288.55	
Administrative Services	42.33	
Environmental Section	88.56	
Structural Foundations	273.88	
Total P.E. Cost	$ 17,290.91	$ -0-

CONSTRUCTION PREFIX 303-1050 & C09579:		
Payment to Contractor	46,841.63	
Interest on Final Payment		12.36
Compensate the Lake Corp. for Delay		3,540.00
Project Engineering	1,975.53	10,419.10
Payment to Local Government	1,598.23	
Audit Services	72.91	
Program Section	53.02	
Material Testing Lab	2,281.97	
Technical Services Branch	479.39	
Construction Branch	603.20	8.15
Accounting Section	34.90	
	$ 53,940.78	$ 13,979.61

SUMMARY:

Total Participating P.E. Cost	$ 17,290.91
Total Participating Construction Cost	53,940.78
Total Participating Cost	$ 71,231.69

FEDERAL FUNDS:

P.E. (80%)	$ 13,832.73	
CONST (80%)	43,152.62	(56,985.35)
SUBTOTAL		$ 14,246.34
Plus Nonparticipating City Cost		13,979.61
Less 1/2 Nonparticipating Project Engineering Cost		(5,209.55)
Less Payment to Lake Corporation State Cost		(3,540.00)
Less City's Advance Deposits		
P.E. AD #716	$ 3,400.00	
Const. AD #82-101	11,930.00	(15,330.00)
BALANCE DUE FROM CITY		$ 4,146.40

MKS:bkb

[illegible]

C 04579
C 302 [illegible]

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OREGON 97310

STATE OREGON

FEDERAL AID PROJECT NO. BROS - 0303(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 1-18-80 To: 3-19-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$17,290.91	$17,290.91	80%	$13,832.73	$13,832.73	-0-
67,920.39	53,940.78	80%	43,152.62	43,152.62	-0-
$85,211.30	$71,231.69	80%	$56,985.35	$56,985.35	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By CONTROLLER *Authorized Officer* 2-11-86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	LAKEWOOD BAY (NORTH SHORE DR.) BRIDGE CLACKAMAS COUNTY					
	Preliminary Engineering Type Code PE					
	State	All	Required		$15,583.75	
	Work by City of Lake Oswego	All	Required		1,707.16	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$17,290.91	
	Construction Type Code X081 Structure, Bridge No. 16471 (Sta 16 & 51.5 to Sta 16 & 75.5)					
	Final Contract Payment Summary	All	Required		$46,841.63	
	Construction Engineering					
	Work by City of Lake Oswego	All	Required		$ 1,598.23	
	State	All	Required		5,428.01	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 7,026.24	
	Misc. Project Cost					
	Audit Expense	All	Required		$ 72.91	
	TOTAL PARTICIPATING TOTAL PARTICIPATING PROJECT COST				$71,231.69	
	Non Participating Project Cost					
	Interest on final payments	All	Required		$ 12.36	
SFO #1	To compensate the Lake Corporation for delays	All	Required		3,540.00	
	Construction Engineering (State)	All	Required		10,427.25	
	TOTAL NON PARTICIPATING PROJECT COST				$13,979.61	
	TOTAL PROJECT COST				$85,211.30	
	Prepared based on participating cost as shown on the Federal billing as of 2-13-86					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX	FUNCTION	SUB F	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE FY BEG	ACTIVE FY END
LAKEWOOD BAY N SHORE BR	CONT NO 9579 & FA PROJ NOS BROS0303001 100								STATE	
	303	1050	201	00	P 1			46 841 67	[illegible]	[illegible]
	303	1050	206	00	N 1			76	[illegible]	[illegible]
	303	1050	208	00	N 1			[illegible] 91CR	[illegible]	[illegible]
	303	1050	[illegible]	01	N 1			7 541 00	[illegible]	[illegible]
	303	1050	[illegible]	00	N [illegible]			11 [illegible] 00	[illegible]	[illegible]
	303	1050	296	00	N 9		70 91CR	55 400 76CR	[illegible]	35
	303	1050	298	00	N 9		70 91	43 420 75	[illegible]	35
	303	1050	900	00	P 1	38CR	35 62	[illegible] 453 01	24	24
	303	1050	900	00	N 1			5 511 60	[illegible]	[illegible]
	303	1050	907	00	[illegible]			1 63[illegible]	[illegible]	[illegible]
	303	1050	915	00	[illegible]			[illegible]1	[illegible]	[illegible]
	303	1050	920	00	P 1			57 0[illegible]	[illegible]	[illegible]
	303	1050	938	00	N 1		92	[illegible] 21	[illegible]	[illegible]
	303	1050	940	00	P 1			1 079 13	[illegible]	[illegible]
	303	1050	941	00	P 1			767 91	[illegible]	24
	303	1050	944	00	P 1			602 20	[illegible]	24
	303	1050	945	00	P 1			24 90	[illegible]	[illegible]
	303	1050	948	00	P 1			2 15	[illegible]	[illegible]
	303	1050	948	00	N 1			31 28	[illegible]	[illegible]
	303	1050	950	00	P 1			[illegible]		
			TOT		P1	38CR	35 62	54 732 07		
			TOT		N1		03	11 025 11		
			** JOB TOTALS **			38CR **	35 64 **	6[illegible] 412 18 **		
CLACKAMAS RD-OATFIELD RD	CONT NO 9522 FA PROJ NOS Y10 9659008 60 Y10 9659010 40								STATE	
	303	1061	201	00	P 1			9 800 00	24	24
	303	1061	201	00	P 2			63 391 25	24	24
	303	1061	296	00	N 9		8 358 35CR	7[illegible] 309 35CR	24	35
	303	1061	293	00	N 9		8 358 35	73 309 35	24	35
	303	1061	900	00	P 1			1 000 00	24	24
	303	1061	900	00	P 2		9 833 35	16 533 45	24	35
			TOT		P1			10 000 00		
			TOT		P2		9 833 35	76 634 51		
			** JOB TOTALS **			**	9 833 35 **	86 634 51 **		
PORT AVE & ABER AVE	CONT NO 9811 FA PROJ NOS XI 9647003 100 XI 9647003								STATE	
	303	1067	201	00	P 1		46 291 78	46 291 78	24	35
	303	1067	201	00	P 2		[illegible] 347 97	[illegible] 347 97	24	[illegible]
	303	1067	204	00	P 1		1 500 00CR	1 500 00CR	24	[illegible]
	303	1067	270	01	P 1	1 34CR	457 [illegible]	514 [illegible]	24	[illegible]
	303	1067	296	00	N 9	01CR	4[illegible] 670 00CR	4[illegible] 670 00CR	[illegible]	[illegible]
	303	1067	298	00	N 9	01	4[illegible] 6[illegible] 00	[illegible]	[illegible]	[illegible]
	303	1067	900	00	P 1	18 60CR	[illegible] 909 07	[illegible] 555 [illegible]	[illegible]	[illegible]
	303	1067	900	00	P 2		[illegible] 19	[illegible]	[illegible]	[illegible]
	303	1067	920	00	P 1			[illegible] 96 55	[illegible]	[illegible]

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 07/30/86 20.43

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION--		AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT-		VOUCHER AMOUNT
			AMOUNT	PERCENT			AMOUNT	CODE	
FEDERAL PROJECT: BROS-0201-002									
F01854									
C3021980-011	9,705.50	8,043.62	9,705.50						
AGREEMENT TOTALS	11,632.87	9,306.30	11,632.87	80.00	15,920.00	9,306.30	.00		.00
FED PROJ TOTALS	11,632.87	9,306.30	11,632.87		15,920.00	9,306.30	.00		.00
FEDERAL PROJECT: BROS-0300-010									
13825									
C2031927-000	26,193.08	18,747.86	26,193.08						
C2031927-001	57.18	.00	.00						
C2031927-010	193.20	.00	.00						
AGREEMENT TOTALS	26,443.46	18,747.86	26,193.08	80.00	22,560.00	20,954.46	.00		2,206.60
FED PROJ TOTALS	26,443.46	18,747.86	26,193.08		22,560.00	20,954.46	.00		2,206.60
FEDERAL PROJECT: BROS-0303-001									
F01873									
C09579 -010	13,979.61	.00	.00						
C09579 -011	53,940.78	43,152.62	53,940.78						
AGREEMENT TOTALS	67,920.39	43,152.62	53,940.78	80.00	43,152.62	43,152.62	.00		.00
X F01901									
C3031916-011	17,290.91	13,832.73	17,290.91						
AGREEMENT TOTALS	17,290.91	13,832.73	17,290.91	80.00	13,832.73	13,832.73	.00		.00
ED PROJ TOTALS	85,211.30	56,985.35	71,231.69		56,985.35	56,985.35	.00		.00
FEDERAL PROJECT: BROS-0400-002									
F01544									
C2041967-000	6,145.75	1,710.44	6,145.75						
C2041967-011	24,400.33	22,726.42	24,400.33						
AGREEMENT TOTALS	30,546.08	24,436.86	30,546.08	80.00	25,760.00	24,436.86	.00		.00
FED PROJ TOTALS	30,546.08	24,436.86	30,546.08		25,760.00	24,436.86	.00		.00
FEDERAL PROJECT: BROS-0400-003									
F03930									

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	303	1916	901	00	P 1			6,256.71	
	303	1916	903	00	P 1			1,707.16 ✓	
	303	1916	905	00	P 1			1,445.32	
	303	1916	906	00	P 1	[illegible]		~~4,247.99~~	4,157.73
	303	1916	910	00	P 1			683.15	
	303	1916	911	00	P 1			75.48	
	303	1916	913	00	P 1			~~114.41~~	110.78
	303	1916	914	00	P 1			372.50	
	303	1916	915	00	P 1			196.98	
	303	1916	918	00	P 1			27.40	
	303	1916	920	00	P 1			100.63	
	303	1916	921	00	P 1			1 561.80	
	303	1916	922	00	P 1			42.33	
	303	1916	923	00	P 1			88.56	
	303	1916	926	00	P 1			273.88	
	303	1916	927	00	P 1			9.74	
	303	1916	932	00	P 1			76.37	
	303	1916	950	00	P 1			52.96	
			TOT	P1				17,883.37	
			** JOB TOTALS **			**	**	17,883.37 **	
								STATE	
SPTC XNG@MONROE (MILWAUK)	CONT NO		FA PROJ NOS RRP 9700001 100						
	303	1917	296	00	N 9		73.39CR	785.34CR	
	303	1917	298	00	N 9		73.39	785.34	
	303	1917	905	00	P 1		81.55	155.39	
	303	1917	914	00	P 1			717.21	
			TOT	P1			81.55	872.60	
			** JOB TOTALS **			**	81.55 **	872.60 **	
								STATE	
GLADESTONE PAVT MARKING	CONT NO		FA PROJ NOS PMS 000S105 100						
	303	1918	296	00	N 9			89.29CR	
	303	1918	298	00	N 9			89.29	
	303	1918	905	00	P 1			89.29	
			TOT	P1				89.29	
			** JOB TOTALS **			**	**	89.29 **	
								STATE	
SW MADRONA ST-SW JEAN RD	CONT NO		FA PROJ NOS M 9473002 100						
	303	1919	295	00	N 9			3,500.00	
	303	1919	296	00	N 9		21,947.25CR	178,730.47CR	
	303	1919	297	00	N 9		14,531.47	14,531.47	
	303	1919	298	00	N 9		7,415.78	160,699.00	
	303	1919	901	00	P 1	9,887.01	11,948.42	86,117.52	
	303	1919	901	00	N 1			56.60	
	303	1919	902	00	P 1		11.00	964.47	
	303	1919	903	00	P 1			40.35	
	303	1919	905	00	P 1	28.79CR	6,749.29	49,046.41	

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              JUNE 1985        PAGE  995
                                                                        FISCAL         GRAND TOTAL
                              PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH  YEAR TO DATE   TO DATE
     DESCRIPTION
                           303   1913    297      00 N 9                                5,133.75
                           303   1913    298      00 N 9                               28,914.28
                           303   1913    901      00 P 1                                  887.14
                           303   1913    901      00 P 2                                2,684.80
                           303   1913    901      00 P 3                               15,014.10
                           303   1913    905      00 P 1                                   47.57CR
                           303   1913    905      00 P 2                                4,900.00
                           303   1913    909      00 P 1                                  396.77
                           303   1913    909      00 P 2                                1,500.00
                           303   1913    910      00 P 1                                  444.55
                           303   1913    910      00 N 1                                   12.97
                           303   1913    911      00 P 1                                2,413.16
                           303   1913    911      00 P 2                                2,000.00
                           303   1913    913      00 P 1                                  654.20
                           303   1913    914      00 P 1                                  556.64
                           303   1913    915      00 P 1                                  148.49
                           303   1913    915      00 N 1                                   18.27
                           303   1913    920      00 P 1                                   77.67
                           303   1913    921      00 P 1                                  460.38
                           303   1913    922      00 P 1                                   31.65
                           303   1913    923      00 P 1                                1,883.99
                           303   1913    932      00 P 1                                   10.82
                                         TOT         P1                                 7,917.89
                                         TOT         P2                                11,084.80
                                         TOT         P3                                15,014.10
                                         TOT         N1                                    31.24
                                      ** JOB TOTALS **              **            **   34,048.03 **

                                                                                                STATE
 SPTC@BRYANT RD(LK OSWEGO)   CONT NO     * FA PROJ NOS RRS 9521001 100
                           303   1915    296      00 N 9                                2,512.80CR
                           303   1915    298      00 N 9                                2,253.03
                           303   1915    299      00 N 9                                  259.77
                           303   1915    901      00 P 1                                2,217.90
                           303   1915    905      00 P 1                                   49.54
                           303   1915    914      00 P 1                                  200.27
                           303   1915    915      00 P 1                                   13.60
                           303   1915    915      00 N 1                                    9.46
                           303   1915    920      00 P 1                                   22.06
                           303   1915    920      00 N 1                                     .03CR
                                         TOT         P1                                 2,503.37
                                         TOT         N1                                     9.43
                                      ** JOB TOTALS **              **            **    2,512.80 **

                                                                                                STATE
 LAKEWOOD BAY BRIDGE         CONT NO     * FA PROJ NOS BROS0303001 100
                           303   1916    295      00 N 9                                2,700.00
                           303   1916    296      00 N 9                               16,300.00CR
                           303   1916    298      00 N 9                               13,600.00
```

X

F

STATE COPY

U.S. DEP MENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9579

REGION NO. 10	REPORT NO.	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT March 6, 1984	REPORT MADE BY C.O.Fredrickson, Construction Engineer		PROJECT NO. BROS-0303(1)
COMPLETION DATE May 6, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY November 10, 1983	TIME ELAPSED 99 %	CONTRACT TIME 119 CD
APPROVED EXTENSIONS	LOCATION Lakewood Bay (N. Shore) Bridge Section of N. Shore Road in Lake Oswego.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
MAR 28 '84
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

1. Description of Improvement as Programed:

   A. Construction of asphalt concrete pavement.

   B. Removal of stone wall and existing bridge.

   C. Construction of Bridge No. 16471 over Lakewood Bay. Length: 24 feet. Roadway Width: 21 feet, 2 inches.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Steve Pyles General Contractor, Inc.

3. Contract Amount: $ 33,495.23

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official)

Title Construction Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE Original Signed By ROBERT B. HATHAWAY Asst. Division Administrator G. K. Hossner	
TITLE	DATE	TITLE Field Operations Engineer	DATE 3-19-84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

December 28, 1983

Oregon Laborers-Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

CON 5
#9579

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

Thank you for the Release of Claim dated December 15, 1983, giving notice that the Oregon Laborers-Employers Trust Funds releases the claim dated August 24, 1983, for fringe benefits due the employees of Rick Olsen Construction Co., Inc. in the sum of $1,339.04.

This was in reference to the Steve Pyles General Contractor, Inc., Contract No. 9579 for the Lakewood Bay (N. Shore) Bridge in Clackamas County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Steve Pyles General Contractor, Inc.
PO Box 3041
Salem, OR 97302

Reliance Insurance Co.
PO Box 5669
Portland, OR 97228

Emery & Karrigan, Inc.
One SW Columbia, Suite 520
Portland, OR 97258

NOTED ON CARD
2 28 83 kjm

FKN:km

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Reliance Insurance Company
P.O. Box 5669
Portland, Oregon 97228

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS release the claim dated August 24, 1983 for fringe benefits due to the employees of Rick Olsen Construction Co., Inc. in the sum of One Thousand Three Hundred Thirty Nine and 4/100 dollars (1,339.04), against Bond No. B46 5670, issued December 1982, which Steve Pyles General Contractor, Inc. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION is the owner, and Reliance Insurance Company is the surety, for that project known as Lakewood Bay (North Shore) Bridge - North Clackamas County, Oregon.

DATED: December 15, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By Fred A. Hughes
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Rick Olsen Construction Co., Inc.
Steve Pyles General Contractor, Inc.
State of Oregon Sec. of State
Department of Transportation

CERTIFIED
P22 [illegible]
MAIL

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

5

November 21, 1983

Reliance Insurance Co.
PO Box 5669
Portland, OR 97228

CON 5
#9579

Gentlemen or Ladies:

On November 17, 1983, we wrote to you concerning release of final payment on Contract No. 9579 awarded to Steve Pyles General Contractor, Inc. for work on the Lakewood Bay (N. Shore) Bridge Section of the North Shore Road in Clackamas County.

Final payment on this contract is $634.01. The total contract amount is $46,841.63 including $1,233.83 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Steve Pyles General Contractor, Inc.
PO Box 3041
Salem, OR 97302

Emery & Karrigan, Inc.
One SW Columbia, Suite 320
Portland, OR 97258

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9579

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-61

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-12-83

State Oregon

County Clackamas

Project Number BROS-0303(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~64,388.00~~	$ ~~76,314.00~~
Federal funds	$ ~~51,510.00~~	$ ~~61,051.00~~
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 5, 1983

Federal-Aid Project No. BROS-0303(1)

Lakewood Bay (North Shore Dr.) Bridge
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 17,000.00

Type Code X081
Structure, Br. No. 16471 (Sta. 16+51.5 to Sta. 16+75.5)

Subtotal of previous estimate of August 18, 1983			$ 41,207.19
Previous Estimate			
Structural Concrete	64 Cu. Yd.	111.57	$ 7,140.48
Revised Estimate			
Structural Concrete	85 Cu. Yd.	111.57	$ 9,483.45
Claim Settlement (P.A. #2)	All Required		6,794.00
Added Coloring & Painting (E.W.O. #1)	All Required		1,233.83
			$ 17,511.28
		Increase	$ 10,370.80
		Subtotal	51,577.99
		Engineering	7,736.01
		Total	$ 59,314.00

Length of Structure	0.005 mi.

Summary of Funds

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 17,000.00	$ 13,600.00	$ 3,400.00
Structure	59,314.00	47,451.00	11,863.00
Total	$ 76,314.00	$ 61,051.00	$ 15,263.00

Group 1	100%
Contract No.	9579
Prefix:	303-1916
Prefix:	303-1050

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-108		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BROS-0303(1)
MODIFICATION NUMBER 2	8 31 83	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 19 80, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 60,259.00	$ 64,388.00
Federal funds	$ 48,207.00	$ 51,510.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of August, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 18, 1983

Federal-Aid Project No. BROS-0303(1)

Lakewood Bay (North Shore Dr.) Bridge
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$	17,000.00

Type Code X081
Structure, Bridge No. 16471 (Sta. 16+51.5 to Sta. 16+75.5)

Subtotal of previous estimate of December 27, 1982	$	37,617.19

Previous Estimate

Structure Excavation	30	Cu. Yd.	50.00	$	1,500.00
Class "C" Asphalt Concrete	30	Ton	70.00		2,100.00
Reinforcement	13,400	Lbs.	0.35		4,690.00
				$	8,290.00

Revised Estimate

Structure Excavation	43	Cu. Yd.	50.00	$	2,150.00
Class "C" Asphalt Concrete	54	Cu. Yd.	70.00		3,780.00
Reinforcement	17,000	Lbs.	0.35		5,950.00
				$	11,880.00

Increase	$	3,590.00
Subtotal		41,207.19
Engineering		6,180.81
Total	$	47,388.00

Length of Structure	0.005 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 17,000.00	$ 13,600.00	$ 3,400.00
Structure	47,388.00	37,910.00	9,478.00
Total	$ 64,388.00	$ 51,510.00	$ 12,478.00

Group 1 100%
Contract No. 9579
Prefix: 303-1916
Prefix: 303-1050

1579

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 5 212		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 1	5-23-85	Project Number BROS-0303(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26 , 19 80 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 55,352.00	$ 60,259.00
Federal funds	$ 44,281.00	$ 48,207.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of May , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 20, 1983

Federal-Aid Project
No. BROS-0303(1)

Lakewood Bay (North Shore Dr.) Bridge
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 17,000.00

Type Code X081
Structure, Bridge No. 16471 (Sta. 16+51.5 to Sta. 16+75.5)

Subtotal of previous estimate of December 27, 1982	$ 33,495.23

Previous Estimate

Structural Concrete	64 Cu. Yd.	111.57	$ 7,140.48

Revised Estimate

Structural Concrete	92 Cu. Yd.	111.57	$ 10,264.44
Added Coloring & Paint		All Required	1,000.00
			$ 11,264.44
		Increase	$ 4,121.96
		Subtotal	$ 37,617.19
		Engineering	5,641.81
		Total	$ 43,259.00

Length of Structure ----------- 0.005 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 17,000.00	$ 13,600.00	$ 3,400.00
Structure	43,259.00	34,607.00	8,652.00
	$ 60,259.00	$ 48,207.00	$ 12,052.00

Group 1	100%
Contract No	9579
Prefix:	303-1916
Prefix:	303-1050

737

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 1-124		County Clackamas
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number BROS-0303(1)
MODIFICATION NUMBER 1	1-10-83	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 26, 1980, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 17,000.00	$ 13,600.00
Federal funds	$ 55,352.00	$ 44,281.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10th day of January, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D C Sova

Acting Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 27, 1982

Federal-Aid Project
No. BROS-0303(1)

Lakewood Bay (North Shore Dr.) Bridge
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code PENG
Preliminary Engineering

Preliminary Engineering		All Required	$ 17,000.00

Type Code X081
Structure, Bridge No. 16471 (Sta. 16+51.5 to Sta. 16+75.5)

Mobilization		All Required	$ 5,000.00
Temporary Protection and Direction of Traffic		All Required	100.00
Temporary Signs	99 Sq. Ft.	1.00	99.00
Temporary Continuous Traffic Barrier, Lighted	50 Lin. Ft.	4.00	200.00
Flagmen	40 Hour	22.00	880.00
Bridge Removal Work		All Required	1,260.00
Structure Excavation	30 Cu. Yd.	50.00	1,500.00
Class "C" Asphalt Concrete	30 Ton	70.00	2,100.00
Structural Concrete, Class 3300	64 Cu. Yd.	111.57	7,140.48
4'x20'/25' Prestressed Slabs	7 Each	1,116.25	7,813.75
Reinforcement	13,400 lbs.	0.35	4,690.00
Three Tube Steel Railing	48 Lin. Ft.	49.00	2,352.00
Stone Wall	18 Lin. Ft.	20.00	360.00
		SUBTOTAL	$ 33,495.23
		Engineering	4,856.77
		TOTAL	$ 38,352.00

Length of Structure --------- 0.005 mi.

SUMMARY OF FUNDS (80.00%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 17,000.00	$ 13,600.00	$ 3,400.00
Structure	38,352.00	30,681.00	7,671.00
TOTAL	$ 55,352.00	$ 44,281.00	$11,071.00

Group 1 100%
Contract No. 9579
Prefix: 303-1916
Prefix: 303-1050

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-16	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 2-2-80	Oregon County Clackamas Project No. BROS-0303(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., North Shore Road (Lake Oswego)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-18-80	0.03
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS 80.0%

ESTIMATED TOTAL COST OF PROJECT $ 17,000.00	FEDERAL FUNDS $ 13,600.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon February 19, 1980

Federal Aid Project
No. BROS-0303(1)

Lakewood Bay (Lake Oswego) Bridge Section
City Street in Clackamas County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$17,000.00
	Total	$17,000.00

Length of project - - - - - 0.03 mi.

- SUMMARY OF FUNDS -

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 17,000.00	$ 13,600.00	$ 3,400.00
Retain in Program PS & E Status	98,000.00	78,400.00	19,600.00
Total	$115,000.00	$ 92,000.00	$23,000.00

Group 1 - 100%
Prefix - 303-1916
Pro rata - 80.0%

CL 83-214

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9579

Rick Olsen Construction Co., Inc.
2877 Van Avenue
Eugene, OR 97401

Gentlemen or Ladies:

This will acknowledge your letter of September 21, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Rick Olsen Construction Co., Inc.
AMOUNT:	$12,494.60
AGAINST (Prime contractor):	Steve Pyles General Contractor, Inc.
SUBCONTRACTOR:	Rick Olsen Construction Co., Inc.
CONTRACT No.:	9579
PROJECT:	Lakewood Bay (N. Shore) Bridge Project, Clackamas County
SURETY:	Reliance Insurance Co.
AGENT:	Emery & Karrigan, Inc.

Oct. 26, 1983
kjm

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Steve Pyles General Contractor, Inc.
P. O. Box 3041
Salem, OR 97302

Reliance Insurance Co.
P. O. Box 5669
Portland, OR 97228

Emery & Karrigan, Inc.
1 S.W. Columbia, Suite 520
Portland, OR 97258

bc: Secretary of State - Please acknowledge receipt of the attached ✓claim on the enclosed copy of this letter.

731-0188

Rick Olsen Construction Co., Inc.
2877 VAN AVENUE · EUGENE, OREGON 97401 · (503) 683-3310

September 21, 1983

Oregon Department of Transportation
Highway Division Rm 122
Robert Gorman
Salem Oregon 97310

RE: Lakewood Bay Bridge
Contract # 9577

Dear Mr. Gorman:

We were sub-contractors on the Lakewood Bay Bridge and Steve Pyles General Contractor, Inc. P.O. Box 3041 Salem Or 97302 was the general contractor, we were verbally informed by Mr. Steve Pyles that he will not pay us the monies he owes us. He has settled with the state on a legal suit to recover monies owed him on this project. We want to file a claim against the Lakewood Bay Bridge in Lake Oswego Oregon Contract # 9577 for the amount owed to us for $12,494.60 (twelve thousand four hundred ninety four and sixty cents). Thank you once again for your co operation with the claims against Steve Pyles.

Sincerely,

Cheryl Olsen
Sec/Treas.

[illegible]
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 12, 1983

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Lakewood Bay Bridge Section
N. Shore Road Highway, Clackamas County
Contract No. 9579

This federal-aid bridge construction project is essentially complete, and it is now apparent that the final cost will exceed the project authorization by $26,000 or 67.8 percent.

The design for the structure incorporated existing end bents into new foundations to support the new superstructure. Upon excavation, it was found that the material at the planned elevation for the new footings was not suitable to carry the necessary load. It was necessary to excavate deeper until satisfactory material was found, and to construct the footings to a new design which differed considerably from the contract work. Overruns of excavation, concrete, and reinforcement due to this change, together with a claim settlement arising from the unforeseen conditions, added approximately $11,250 to the cost of the project.

Lake Oswego is used as a reservoir for generation of electrical power by the Lake Corporation. The contract work was timed to coincide with scheduled annual lowering of the reservoir for maintenance, dock repair, and other work. The contractor was required by the contract to have the foundation work completed within a specified time frame in order to allow refilling of the lake, or be assessed $354 per day to be paid to the Lake Corporation for loss of power generation. The above-mentioned problems encountered with the foundation construction caused ten days delay to the refilling of the Lake, through no fault of the contractor. The State has assumed the liability for this delay which added $3,540 to the cost of the project. This amount is not eligible for federal participation.

Design changes in the bridge railing were made at the request of the City of Lake Oswego as a compromise to make the structure aesthetically acceptable to local residents while still meeting necessary safety requirements. The substitution of more expensive rail elements added $1,234 to the cost of the project.

The balance of the overrun is composed of construction engineering charges. These were very high in relationship to the contract amount due to vastly increased surveying and design changes necessitated by the foundation problems encountered. A large amount of time was also required in liaison functions among the city officials and citizens to resolve local concerns with the project. The engineering charges exceed the limits for federal participation by approximately $6,447.

There are sufficient funds available in the category of work and all the increase, except $9,987, is eligible for federal participation. I recommend that the authorization be increased by $26,000 to a new total of $64,352.04. This matter will be on the consent calendar for the September 20 meeting.

bc Fred Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

4. Amendment of OAR 734-20-070 to increase the fee for an annual Sno-Park Permit from $7 to $9. The increased fee is necessary to meet the current cost of the winter recreation parking program.

I recommend your approval of the repeal of OAR 734-20-035 and 734-20-040; the amendments to OAR 734-20-070 and 734-74-051; and the adoption of rules allowing the 102-inch wide commercial vehicles and the waiver of certain overall length combinations.

bc Fred D. Miller
R. W. Gormsen
Dale Hormann
E. S. Hunter
W. E. Schwartz
E. L. Hardt
R. P. Hamilton
L. E. George
John Sheldrake
George Bell

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO

378-6318

FILE: CON 5

RECEIVED
STATE HWY ENGR
SEP 7 '83
REFER TO
FOR
Info Invas R/D D/R Sign Act File

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: September 1, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S. COULTER

SUBJECT: Request for Increase in Project Authorization
Lakewood Bay Bridge Section
N. Shore Rd. Highway, Clackamas County
Contract No. 9579

This federal-aid bridge construction project is essentially complete and it is now apparent that the final cost will exceed the project authorization by $26,000.00 or 67.8 percent.

The design for the structure incorporated existing end bents into new foundations to support the new superstructure. Upon excavation it was found that the material at the planned elevation for the new footings was not suitable to carry the necessary load. It was necessary to excavate deeper until satisfactory material was found, and to construct the footings to a new design which differed considerably from the contract work. Overruns of excavation, concrete and reinforcement due to this change together with a claim settlement arising from the unforeseen conditions added approximately $11,250 to the cost of the project.

Lake Oswego is used as a reservoir for generation of electrical power by the Lake Corporation. The contract work was timed to coincide with scheduled annual lowering of the reservoir for maintenance, dock repair and other work. The contractor was required by the contract to have the foundation work completed within a specified time frame in order to allow refilling of the lake, or be assessed $354.00 per day to be paid to the Lake Corporation for loss of power generation. The above-mentioned problems encountered with the foundation construction caused ten days delay to the refilling of the lake, through no fault of the contractor. The State has assumed the liability for this delay which added $3,540 to the cost of the project. This amount is not eligible for federal participation.

Design changes in the bridge railing were made at the request of the City of Lake Oswego as a compromise to make the structure aesthetically acceptable to local residents while still meeting necessary safety requirements. The substitution of more expensive rail elements added $1.234 to the cost of the project.

The balance of the overrun is composed of construction engineering charges. These were very high in relationship to the contract amount due to vastly increased surveying and design changes necessitated by the foundation problems encountered. A large amount of time was also required in liaison functions among the city officials and citizens to resolve local concerns with the project. The engineering charges exceed the limits for federal participation by approximately $6,447.

There are sufficient funds available in the category of work and all the increase, except $9,987, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $26,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Jerry Street
R. D. Church
D. E. Swan

CL 83-1607

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 31 1983
NORMA PAULUS
SECRETARY OF STATE

August 29, 1983

IN REPLY REFER TO
FILE NO.

CON 5
#9579

9-1-83 Ym

Oregon Laborers Employers
Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

Attn: Fred A. Hughes
Trust Coordinator

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated August 24, 1983, addressed to Reliance Insurance Company concerning the following Highway Division contract:

FILED BY:	Oregon Laborers Employers Trust Funds
AMOUNT:	$1,339.04 which includes liquidated damages of $145.20 and $54.14 interest
FOR:	Fringe benefits due employees of Rick Olsen Construction Co., Inc.,
AGAINST (Prime contractor)	Steve Pyles General Contractor, Inc.
CONTRACT NO.:	9579
PROJECT:	Lakewood Bay (N. Shore) Bridge, Clackamas County
SURETY:	Reliance Insurance Co.
AGENT:	Emery & Karrigan, Inc.

We will advise the agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Emery & Karrigan, Inc.
One SW Columbia - Suite 520
Portland, OR 97258

Steve Pyles General Contractor, Inc.
PO Box 3041
Salem, OR 97302

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Reliance Insurance Company
P.O. Box 5669
Portland, Oregon 97228

Notice is hereby given that the OREGON LABORERS EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Rick Olsen Construction Co., Inc., working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of One Thousand Three Hundred Thirty Nine and 4/100 dollars ($1,339.04) which includes liquidated damages of One Hundred Forty Five and 20/100 dollars ($145.20) and interest of Fifty Four and 14/100 dollars ($54.14) against Bond No. B46 5670 issued December 1982 which Steve Pyles General Contractor, Inc. is the owner, and Reliance Insurance Company is the surety, for that project known as Lakewood Bay (North Shore) Bridge - North Clackamas County, Oregon.

DATED: August 24, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

cc: Rick Olsen Construction Co., Inc.
Steve Pyles General Contractor, Inc.
State of Oregon Secretary of State
Department of Transportation

227-6012
RECEIVED
AUG 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED
P22 [illegible]
MAIL

RECEIVED
AUG 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON LABORERS-EMPLOYERS TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNT - PAYROLL EXAMINATION OF

Rick Olsen Construction Co., Inc.
Project - Lakewood Bay Bridge #9579
Employer #5709

	1983 Feb	1983 March	Total
Bremrose, Robert 543-56-1079	108.0	51.0	159.0
James, Kelly 560-11-0437	96.0		96.0
Smith, Timothy 540-56-7624	7.0		7.0
Total Deficiency Hours:	211.0	51.0	262.0
Contributions:			
Health & Welfare @ $1.70	$ 358.70	$ 86.70	$ 445.40
Pension @ 1.50	316.50	76.50	393.00
Training @ .10	21.10	5.10	26.20
CIAF @ .05	10.55	2.55	13.10
Vacation @ 1.00	211.00	51.00	262.00
Sub Total	917.85	221.85	1139.70
*Interest	45.37	8.77	54.14
Liquidated Damages	113.88	31.32	145.20
Total	$1077.10	$261.94	$1339.04

*Interest was calculated at the rate of 12% per annum from the due date of each delinquency to August 20, 1983.

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVIS

Expected Overrun of Project Authorization

Project Lakewood Bay Bridge(North Shore Road Lake Oswego) Date July 20, 1983

Highway North Shore Road Contract No. 9579

County Clackamas Kind of Work Structure Contractor Steve Pyles

	Authorized	Estimated
Contract Amount	33,495.23	38,779.79 ~~38,787.60-~~
Anticipated Items	0.00	0.00
Contingency (4½%)	1,507.29	11,572.25 ~~-1,233.57~~
Engineering	3,349.52	14,000.00
Credits	0.00	-0- ~~-3,540.00~~
PROJECT COST	38,352.04	64,352.04 ~~50,481.17~~

NET INCREASE $ 26,000.00 ~~12,129.13-~~ OR 67.8 ~~31.63-~~ %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
Bid Item No. 4-Flagmen(C)	0.00	-800.00
Bid Item No. 7-Structure Excavation(C)	2,218.50	+718.50
Bid Item No. 8-Class "C" Asphalt Concrete(C)	3,760.40	+1,660.40
Bid Item No. 9-Structural Concrete(C)	9,516.92	+2,376.44
Bid Item No.11-Reinforcement(C)	6,050.03	+1,360.03
Extra Work Order No. 1-Concrete Painting(U)		+1,233.57
Engineering	14,000.00	+11,650.00+

Principal reasons for overruns (Continue on reverse side): See July 20, 1983 Transmittal Letter for explanation.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Jerry C. Street Jerry C. Street Resident Engineer

Noted by O. B. Jackmond Po Construction ~~or Bridge~~ Engineer

Confirmed by Regional Engineer

Noted by Deputy or State Highway Engineer

SP*68727-734

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LAKEWOOD BAY BRIDGE (LAKE OSWEGO)

WEEK ENDING: July 16, 1983

SECTION PREFIX: 303-1050

HIGHWAY: NORTH SHORE ROAD

COUNTY: CLACKAMAS

NAME OF JOB: LAKEWOOD BAY(N.SHORE RD.)BRIDGE

KIND OF WORK: STRUCTURE

CONTRACTOR: Steve Pyles General Contractor

CONTRACT NUMBER: 9579

FEDERAL AID PROJECT NUMBER: BROS-0303(1)

DATE OF CONTRACT: December 22, 1982

DATE WORK STARTED: January 17, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 120

CALENDAR DAYS USED 119

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $ 38,352.04

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 35,002.52

ENGINEERING AUTHORIZATION $ 3,349.52

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 111

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 38,986.63

ENGINEERING COST TO DATE $ 11,000.00

DATE PROJECT WAS COMPLETED: May 6, 1983

ESTIMATED PERCENT: OVERRUN ~~XXXXXX~~ 11.1 %

PERCENT OF AUTHORIZATION 328 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					30.0 T
TOTAL QUANTITIES CORRECTED TO DATE					53.7
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					53.7
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

	SUB STRUCTURE		SLABS		RAILING		STONE WALL	
PERCENT	100		100		100		100	

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	10	rair	0		
MONDAY	11	Fair	0		
TUESDAY	12	Cloudy	0		K
WEDNESDAY	13	Showers	0		
THURSDAY	14	Showers	0		
FRIDAY	15	Cloudy	0		CONSTRUCTION SECTION
SATURDAY	16		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Jun 10 SUNDAY	No Activity
Jun 11 MONDAY	No Activity
Jun 12 TUESDAY	No Activity
Jun 13 WEDNESDAY	No Activity
Jun 14 THURSDAY	No Activity
Jun 15 FRIDAY	No Activity
Jun 16 SATURDAY	No Activity

REMARKS

PROJECT STATUS: All work complete

ANTICIPATED NEXT WEEK: Finish and submit Semi-Final Estimate.

THIS WILL BE THE LAST WEEKLY REPORT!!!
++++++++++++++++++++++++++++++++++++++

SIGNED LOCATION Portland, Oregon
JERRY C. STREET, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

December 29, 1982

Lake Oswego Corporation
700 S.W. McVey
Lake Oswego, OR 97034

AGR 7

Attention: Doug Oliphant
President

MISC. CONTRACTS and
AGREEMENTS No........

Gentlemen:

Attached for your files is a fully executed copy of a letter-form agreement for drainage and sub-structure work with certain restrictions on the Lakewood Bay (North Shore Drive) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ls
Attachment

bc: Don Harwell
Jon Rose (Metro Region) for transmittal to Lake Oswego Corp.

December 22, 1982

John M. Godsey, Jr.
Director of Public Works
City of Lake Oswego
P.O. Box 369
Lake Oswego, Oregon 97034

Dear Mr. Godsey:

As you know, Steve Pyles, General Contractor, Inc., P.O. Box 3041, Salem, Oregon 97302 was the low bidder on the Lakewood Bay (N. Shore Dr.) Bridge. We have received your advance deposit and power of attorney, and we awarded the contract on December 22, 1982.

We anticipate the financial sharing of the estimated project costs will be:

Contractor's Bid	$33,495.23
Contingencies (4 1/2%)	1,507.29
Engineering (10%)	3,349.52
Estimated Construction Cost	$38,352.04
Estimated City Share (20% of $38,352.04) =	$ 7,670
City Early Deposit (Rec'd 12-10-82)	11,900
ESTIMATED CITY OVERPAYMENT	$ 4,200

We will return the City's overpayment at project finalization, unless you request otherwise.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KEM:pt

cc: Jon Rose, Metro Region
Vern Skoog, Accounting

CITY OF LAKE OSWEGO

December 16, 1982

D.E. Swan
Program Control Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Swan:

In accordance with your November 24, 1982 request for local participation on the Lakewood Bay Bridge project, we are enclosing the attached limited power of attorney.

In conformance with your request we have deposited $11,930 in a "Bay Bridge" account, number 4394, and our Council approved the attached power of attorney at its December 7, 1982 meeting.

If you have any questions or comments, please do not hesitate to call.

Sincerely,

JM Godsey Jr

John M. Godsey, Jr.
Director of Public Works

/ppk/0181e

cc: Jon Rose

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The City of Lake Oswego hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The City of Lake Oswego has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $11,930. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Lakewood
Project Name

Bay Bridge replacement project

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Lake Oswego
Local Government Unit

City Council

this 7th day of December, 1982 by a vote of the majority of a quorum of its governing body.

JM Godsey Jr
John M. Godsey, Jr.

Director of Public Works

Deposited $11,930 in "Bay Bridge" Account #4394

Form No. 734-1812(2-80)

November 24, 1982

John H. Godsey, Jr.
Director of Public Works
City of Lake Oswego
[illegible] [illegible] State Street
P.O. Box 369
Lake Oswego, Oregon 97034

Dear Mr. Godsey:

We have advertised the Lakewood Bay Bridge (N. Shore Dr.) replacement project for bid opening on December 16, 1982.

In order to allow the contractor sufficient time to perform his work after the [illegible] is [illegible], we propose to expedite award of the contract by early collection of the City's advance deposit, based upon [illegible] of the Engineer's estimate. We will request the balance of deposit after contract award.

Estimated Contract Amount	[illegible]
Contingencies [illegible]	[illegible]
Engineering [illegible]	[illegible]
Estimated Construction Cost	[illegible]
Local Share [illegible]	$11,[illegible]
Early Deposit: [illegible]	$ [illegible]

If this proposal is acceptable to the City, please submit your early deposit in the amount of [illegible], not later than December 16, 1982. [illegible] described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

[illegible]
Attachment

cc [illegible]: Jon Rose, Region 1
Vern Skoog - Please return [illegible]
when advance deposit is received.

Section 9579 Lakewood Bay (N. Shore) Bridge
Programming Estimate $
Highway N. Shore Road
Project Length 227 lin. Ft.
County Clackamas
Completion Time
Kind of Work Structure
Est. Comp. Date
Prefix 303-1916
Letting Date Dec 16, 82
Project No. BRDS-0303(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 51,642.00

Anticipated Additional Items:
Royalty Payment
Permit Fees
Slide Correction
Railroad Protective Costs
Other Railroad Costs
Permanent Signing
Permanent Pavement Striping
Temporary Pavement Striping
Remove Pavement Striping (Exist. & Temp.)
Temporary Erosion Control
State Furnished
Roadside Seeding & Mulching
Asphalt Cement Adjustment
On the Job Trainees ($0.80 x ____ hrs.)
State Responsibility for Damages
Signal Controller Testing
"OPTICOM" Testing
Bikeway Signs
Bikeway Striping & Legend

Adjust Utilities:

$ -0-

Subtotal	$ 51,642.00
Contingencies (4-1/2%)	2,323.89
Engineering (8, 9, [✓ 10%])	5,164.20
Subtotal	$ 59,130.09
Credit for	
Estimated Net Authorization, Construction	$ 59,130.09

APPROVED

cc Jon Rose 11-17-82

Road Design Engineer

Rev. 11/81

SUMMARY-BID SCHEDULE–COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Lakewood Bay (N. Shore Rd.) Bridge		County: Clackamas	Sheet 1 of 2
Kind of Work: Structure	Length: 227 lin.ft.	Date: 11/9/82	Name: Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	10% —	4,700.00
	Temporary Protection and Direction of Traffic		All	All	—	1,000.00
	Temporary Signs		Sq. Ft.	99	6.00	594.00
	Temporary Continuous Traffic					
	Barrier, Lighted		Lin. Ft.	50	15.00	750.00
	Flagmen		Hour	40	10.00	400.00
	Structure					
	Bridge Removal Work		All	All	—	3,400.00
	Structure Excavation		Cu. Yd.	30 ~~24~~	20.00	600.00
	Class "C" Asphalt Concrete		Ton	30	65.00	1,950.00
	Structural Concrete Class 3000 (60 cu.yd.@300)		All	All	—	18,000.00
	4'x 20/25' Prestressed Slabs		Each	7	1440	10,080.00
	Reinforcement (~~6235~~ 13,100 lbs@ .48)		All	All	—	6288.00
	[illegible] ~~Metal Rail~~ with Tubing		Lin. Ft.	49	70.00	3,430.00
	Stone Wall		Lin. Ft.	9	50.00	450.00

734-1736 (8-81)

Section Lakewood way (N. Shore) Bridge Programming Estimate $ 59.000 Bm

Highway N. Shore Road Project Length 227 lin. Ft.

County Clackamas Completion Time 120 Calendar days

Kind of Work Structure Est. Comp. Date 5-16-83

Prefix 303-1916 Letting Date Dec 16, 82 Project No. BROS-0303(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 52,092 00

Anticipated Additional Items:

Royalty Payment. . . . .

Permit Fees . . . .

Slide Correction . . . .

Railroad Protective Costs . . . .

Other Railroad Costs . . . .

Permanent Signing . . . .

Permanent Pavement Striping. . . . .

Temporary Pavement Striping. . . . .

Remove Pavement Striping (Exist. & Temp.) . . .

Temporary Erosion Control . . . .

State Furnished ________ . . . . . .

Roadside Seeding & Mulching . . . .

Asphalt Cement Adjustment. . . . .

On the Job Trainees ($0.80 x ____ hrs.) . . . .

State Responsibility for Damages . . . .

Signal Controller Testing . . . .

"OPTICOM" Testing . . . .

Bikeway Signs . . . .

Bikeway Striping & Legend . . . .

Adjust Utilities:

$ -0-

Subtotal	$ 52,092 00
Contingencies (4-1/2%)	2,344 14
Engineering (8, 9, [✓ 10%])	5,209 20
Subtotal	$ 59,645 34
Credit for ________	
Estimated Net Authorization, Construction . . . . $	~~59,155 89~~ 59,645 34

APPROVED

Road Design Engineer

APPROVED
FINAL DESIGN ENGR.

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Lakewood Bay (N. Shore Rd.) Bridge	County Clackamas	Sheet 1 of 2	
Kind of Work structure	Length 227 lin. ft.	Date 11/9/82	Name Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	10% —	4,700.00
	Temporary Protection and Direction of Traffic		All	All	—	1,000.00
	Temporary Signs		Sq. Ft.	99	6.00	594.00
	Temporary Continuous Traffic Barrier, Lighted		Lin. Ft.	50	15.00	750.00
	Flagmen		Hour	40	10.00	400.00
	Structure					
	Bridge Removal Work		All	All	—	3,400.00
	Structure Excavation		Cu. Yd.	~~24~~ 30	20.00	600.00
	Class 'C' Asphalt Concrete		Ton	30	65.00	1,950.00
	Structural Concrete - Class 3300 (60 cu.yd. @ 300)		All	All	—	18,000.00
	4' x 20/25' Prestressed slabs		Each	7	1,440	10,080.00
	Reinforcement (13,100 lbs @ 0.48)		All	All	—	6288.00
	~~Metal Rail with Tubing~~ Three Tube steel Railing		Lin. Ft.	49	70.00	3,430.00
	Stone Wall		Lin. Ft.	~~9~~ 18	50.00	900.—

734-1736 (8-81)

STATE OF OREGON

INTEROFFICE MEMO

TO: E. L. Hardt
Metro Region Engineer

DATE: November 5, 1982 DES 23
16471

ORIGINAL SIGNED
J.M. TINDALL

FROM: John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Lakewood Bay Bridge
Lakewood Bay Bridge Section
North Shore Road
Clackamas County
BR 16471

Attached are two reduced prints of Drawings 37397, 37398 and 37399 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 5,000
Structure	39,000
Engineering & Contingencies	9,000
TOTAL	$53,000

It is planned to call for bids on this section on December 16, 1982.

Please make a field review and return one set by November 12, 1982, with your comments and/or corrections noted.

JMT:jrb

Attachments

cc: John Godsey, Lake Oswego City Engineer, /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specifications /w/ 1 set plus estimate sheet (unchecked) and designer's notes
Construction /w/ 1 set
Utilities /w/ 1 set
✓Project Management
Engineering /w/ 1 set
J. C. Street, Project Manager, /w/ 1 set

Contains Recycled Materials
81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: LEN WALLACE
Assistant Bridge Engineer

DATE: November 4, 1982

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Lakewood Bay Bridge

I have discussed this project with John Godsey, Director of Public Works for the City of Lake Oswego and Chuck Schaffer, Lake Warden for the Lake Corporation, in reference to draining the lake. Attached is a letter from John Godsey generally agreeing to the current design for the Lakewood Bay Bridge. He is going to run the design through several committees, however, he does not anticipate any changes. Also, the City will commit funds in the future for connecting the sidewalk being constructed on the bridge. This was a request from FHWA.

In reference to draining the lake, the Lake Corporation will take formal action on November 10, to drain the lake in January. This will be a recommndation from their board chairman and Chuck Schaffer feels the board will concur in the recommendation.

Therefore, I recommend we proceed with carrying the final contract plans and specifications for the project since we will not be advertising for bids until November 24. Chuck Schaffer will send me a copy of their notice of board action to drain the lake.

In preparing the specifications for the bridge project, the following is a summary of timeframes for the Lake Corporation's draining procedure:

1. January 2 - Start draining lake for an 8-foot drop in elevation. This starts the 30-day work period on the lake.
2. January 9 - Approximate date when lake will be drained for the 8-foot drop. Draining normally takes approximately seven days, depending upon weather conditions.
3. February 2 - Begin refilling lake which normally takes 15 days to refill depending upon weather conditions.

The contractor could request an extension of time through the Lake Corporation; however, this is termed "premium plus time", and would be required to pay for lost power generation revenues for each day of the extension. The "premium plus time" would cost between $200 and $300 per day.

This information should be contained in the specifications for the project. If you desire further information on the Lake Corporation's schedule, you could contact Chuck Schaffer at 636-1422, or I can get the additional information if needed.

po

cc: E. L. Hardt
J. H. Versteeg
Buz Swan ✓

Jack Sullivan
Don Trout
Curt Duval

Attachment

CITY OF LAKE OSWEGO

October 12, 1982

Mr. James D. McClure
Project Development Engineer
Oregon Department of Transportation
Highway Division/Metro Region
5821 N.E. Glisan Street
Portland, Oregon 97213

RE: LAKEWOOD BAY BRIDGE

Dear Jim:

In your September 30, 1982 letter you indicated that the Federal Highway Administration and the ODOT Bridge Design staff agree to include a three foot sidewalk on the Lakewood Bay Bridge. The revised plans to include that sidewalk, however, have not yet been received.

The Comprehensive Plan of the City of Lake Oswego designates North Shore Road for the location of a bikeway or pathway. Through its Comprehensive Plan, therefore, the City of Lake Oswego will commit funds in the future for the connection of both ends of that walkway across the fill section approaches to the bridge structure.

Conceptionally, city staff agrees with the character of the bridge in that a 28 foot slab will be used with a sidewalk on the northeasterly side. The remainder of the slab will be travel lanes and side railings. Following Council action last year, however, the bridge design needs to be reviewed and approved by the Neighborhood Association and the Development Review Board. As staff, I cannot guarantee that the Development Review Board will follow staff's recommendation of approval though I have no reason to believe that they will object to the proposed design of the bridge.

The Lake Corporation Board of Directors meets on October 15, 1982 to determine whether the lake will be lowered in the spring of 1983. Chuck Schaffer, the Lake Warden has indicated that it would preferable to drain the lake earlier than February if the lowering is approved by the Lake Corporation.

348 NORTH STATE STREET / POST OFFICE BOX 369 / LAKE OSWEGO, OREGON 97034 / (503) 636-3601

Mr. James D. McClure
October 12, 1982
Page two

Please proceed with the design of the project and submit the plans as soon as they are available so we can gain concurrence from the Neighborhood Association and the Development Review Board.

Sincerely,

J.M. Godsey Jr.

John M. Godsey, Jr.
Director of Public Works

/ppk

cc: W.O. 6353

7577

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: Lakewood Bay Bridge - Plans

DATE: 10-7-82

TO: Buz S[illegible] Proj. Mgmt.

FROM: Jon Rose

Lake Oswego has reviewed the attached plans and they are approved as noted. The City's suggestions have been discussed with John Tindall by Jim McClure.

Please note and advise the Bridge section. If there are questions, please contact Jim McClure

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

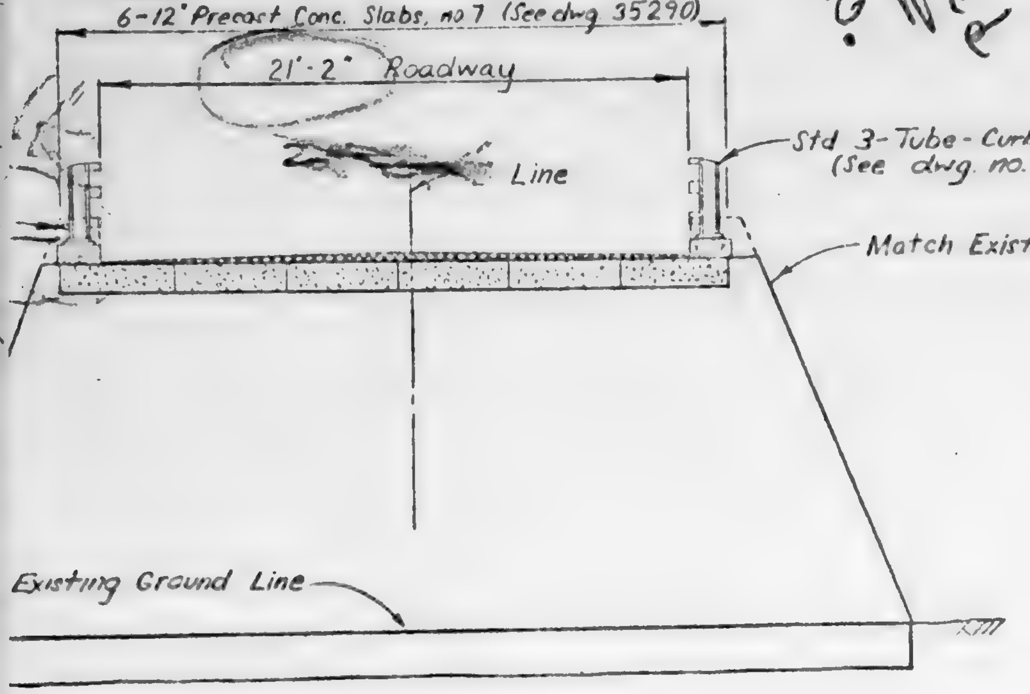
3

Doug Oliphant
Lake Corp. Pres.
P.O. Box 203 L.O.

Letter By Oct 6

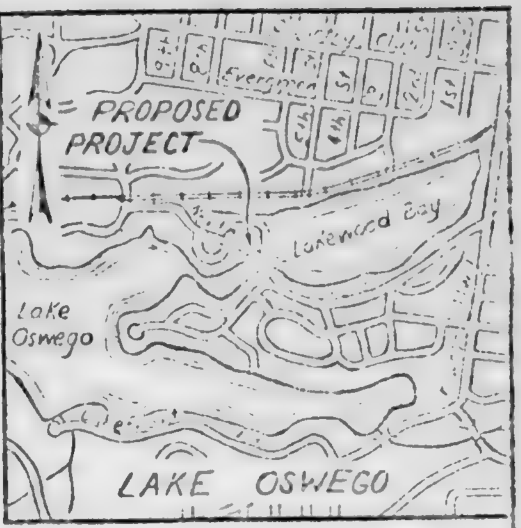
Elev. 90 desired
92 MIN.

Check with ET


6-12" Precast Conc. Slabs, no 7 (See dwg 35290)
21'-2" Roadway
~~Grade~~ Line
Std 3-Tube-Curb Mount Rail (See dwg. no. 35269)
Match Existing Wall
Existing Ground Line

TYPICAL SECTION

Scale: 1/4" = 1'-0"


PROPOSED PROJECT
Evergreen
Lakewood Bay
Lake Oswego
LAKE OSWEGO

VICINITY MAP
No Scale

Existing H2O
96.5' Low
97.0 High

88 des
90 min

RECEIVED
SEP 16 1982
CITY OF LAKE OSWEGO
DEPT. OF PUBLIC WORKS

4½-5 @ Low
7½-8 Clear

12-13'

Wood Rail
This is the [illegible] [illegible] 5'-6" [illegible]

APPROVED AS NOTED
For City of Lake Oswego
Date

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

LAKEWOOD BAY BRIDGE
LAKEWOOD BAY BRIDGE SECTION
NORTH SHORE ROAD
CLACKAMAS COUNTY

PRELIMINARY PLAN AND ELEVATION

APPROVED ______ P.E.
BRIDGE ENGINEER ______ P.E.
ASST STATE HIGHWAY ENGINEER
DESIGNED Jerry Eellin
DRAWN T. Keasey
CHECKED
REVIEWED
REVIEWED
CALC BOOK 1913
DATE | REVISION
ACCOMPANIED BY DWGS
DATE August 1982
SHEET 1 OF 1
BRIDGE NO. 16471
DRAWING NO. 37151

(V.

OREGON STATE HIGHWAY DIVISION
20 DOT Building
lem, Oregon 97310

Highway # 2003

ttention: Right-of-Way Section

bject: Federal Aid Project No. BR05-0303(1) Prefix 303-1916

Project Name Lakewood Bay (N. Shore Dr.) Bridge
N. Shore Drive

garding the above referred to federal aid project, we hereby certify that the best of our knowledge and belief:

Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at L.Oswego, Oregon, this 20th day of Sept, 1982

City of

Mayor

Helen A Bush
City Recorder

ertified By:

gional Right-of-Way Supervisor
ate

nstructions: Complete A or B and C.
W File No.

STATE OF OREGON INTEROFFICE MEMO

TO: E. L. Hardt
Metro Region Engineer
ATTN: Jon Rose

DATE: September 10, 1982 DES 23
16471

ORIGINAL SIGNED
J.M. TINDALL

FROM: John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Lakewood Bay Bridge
Lakewood Bay (N. Shore Road) Bridge Section
N. Shore Road
Clackamas County
BR 16471

Attached are four reduced prints of Drawings 37151 and 35229 which are the preliminary plan and elevation and vicinity map for the subject structure. Also attached is a copy of the foundation report which should be forwarded to the City for their use.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 5,000
Structure	35,000
Engineering and Contingencies	10,000
TOTAL	$50,000

Please use these prints to obtain the approval of the City of Lake Oswego. ✓ Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to call for bids on this project on October 28, 1982.

JMT:jrb

Attachments

cc: H. A. Schell /w/ 1 set and copy of Foundation Report
Engineering /w/ 1 set
✓City/County Unit /w/ 1 set
Environment (M. Banks) /w/ 1 set

Contains Recycled Materials
81-125-1387

MH W H

LAKEWOOD BAY BRIDGE
NORTH SHORE ROAD
CLACKAMAS COUNTY
Prefix: 303-1916

NARRATIVE REPORT

The existing structure is accross a section of water between Lake Oswego proper and Lakewood Bay on North Shore Road, in the City of Lake Oswego, in Clackamas County. The existing(27-L)X(24-W) structure was constructed prior to 1921. The deck has a depth of 1.3 feet which is paved with asphaltic concrete. The structure is supported by three concrete bents.

Lake Oswego is fed from the Tualatin River via Oswego Canal. There is no flood record as the lake water elevation is controlled at the dam located at the South-east end of Lake Oswego. The elevation of the water is maintained at 98.6 feet.

The new structure is to be located in the same location as the present structure except there will be an additional three feet on the left (easterly) side to accommodate a three foot pedestrian walk. This section of North Shore Road will be closed during the construction period. The construction should take place in January and February 1982 as the Lake water is drained out at that time to afford the land oweners to make repairs to their docks, piers, and boats ect.

It is desired to have a 27(Length) by 27(Width) preslab structure with side mount rails (2 tube) as per standard drawing No. 35268

The existing abutments are to be removed with care, as to not disturb the existing fill. The existing fill is to serve as a form for the back side of the new abutments. (The abutments are to be formed on one side only)

The lake area has a good vegetation cover of evergreen trees, shrubs, hedges, and flowers. The land is privately owned and has single family dewellings surrounding the lakes. There should be no impact of the homes in the area.

The soil is silt and rock which affords no drainage problems. The terraine is rolling to hilly.

The utilities in the area will not be disturbed by the new construction.

It is desired to maintain the existing finish grade with the exception of the two inch overlay. The existing road will be overlaid with a two inch lift of Class "C" A.C. mixture for a distance of 50 feet each end of the structure. (Total length of 127 feet)

The cost of construction is estimated to be $100,900.00 dollars. This includes engineering and contingencies.

Pictures of the project were sent to John Tyndall, Bridge section in Salem, on 4-3-80 .

No additional Right-of-way will be required. (All work will be done within the existing Right-of-way)

Prestressed Conc. Slab Structure & Abutments

Oregon State Highway Division

Sheet 1 of 3

Date Dec. 15, 1981

Summary - Bid Schedule - Cost Estimate

Section Lakewood Bay Bridge 303-1916-901 County Clackamas

ind of Work Structure & Abutments Length 127 ft. Name E. J. Dunn

o.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization 9%					6,240.
	Temp. Protection & Direction of Traffic 3%					2,080.
	Removal of Existing Structure ($\overset{L}{27}\times\overset{W}{24}$)		Sq. Ft.	648	5.00	3,240.0
	Prestressed Concrete Structure (27×27)		Sq. Ft.	729	40.00	29,160.0
	Side Mount Rails, 3 Tube		Lin. Ft.	54	52.00	2,808.0
	A.C. Mixture, Class 'C' Including Asphalt.		Ton	33	33.00	1,089.
	Abutments:					
	Concrete (Class 3300)		Cu. Yd.	120	215.00	25,800
	Reinforcing Steel		Lb.	14,400	0.50	7,200.
						77,617.
	Engineering & Contingencies 30%					23,283.
						$100,900.

January 7, 1980

PRD 6

City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

Attn: Helen D. Bush
City Recorder

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Lakewood Bay (Lake Oswego) Bridge Section.

Financial sharing of the preliminary engineering is:

Total P.E.	$17,000.00
Federal Funds	13,600.00
Local Share	$ 3,400.00

Please make your check in the amount of $3,400.00, payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

FPE:pf

bcc w/AD # 716: Vern Skoog - Please return completed AD # 716 when check is received.
Region M Federal Aid Engineer, Jon Rose

Pd. MC
2-7-80
H

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 19~~79~~80

In Reply Refer to File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project No. BROS-0303(1)
Lakewood Bay (Lake Oswego) Bridge Sec.
Clackamas County

Enclosed is a copy of Mr. Terpin's memo of December 21, 1979, which provides an explanation of the estimated preliminary engineering costs included in the program on the subject project.

I trust this additional information will meet with your approval and permit authorization to be given as previously requested.

Information relative to an exception in minimum design standards is being forwarded under separate action.

CL:sr
Enclosure

cc: F. Terpin
F. Hildebrandt
J. Rose
W. Hart

Form 734-3122

121 (6/79)

PARTMENT OF TRANSP TATION
FEDERAL HIGHWAY ADMINISTR ION

THE EGON DIVISION - Salem
UNIT D STATES GOVERNMENT

memorandum

Subject: Oregon Project BROS-0303(1)
Lakewood Bay (Lake Oswego) Bridge Sec.
Clackamas County

Date: November 27, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The PR-1 and attachments submitted with Mr. Swan's November 23, 1979, letter have been reviewed. We are unable to authorize you to proceed with all phases of preliminary engineering as requested because the proposed bridge width does not appear to meet minimum AASHTO standards. There is a procedure that must be followed in obtaining approval of any FA project which does not meet minimum AASHTO standards.

In addition, the estimated cost ($17,000) for preliminary engineering on a simple structure 30 feet long is considered excessive. Please provide additional information as necessary to support such costs.

G. L. Green

12-3-79
cc to Wait
Hart
H

STATE HW
NOV 29 '79
REFER TO

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 23, 1979

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 00031
Project No. BROS-0303(1)
Lakewood Bay (Lake Oswego) Bridge Sec.
Clackamas County

Enclosed is data for the subject project.

I hereby request the following:

(1) Authorization to proceed with all phases of preliminary engineering including utility preparatory work at an estimated total cost of $17,000 with an obligation of $13,600 in federal funds.

(2) Authorization for construction at an estimated total cost of $98,000 with an obligation of $78,400 in federal funds.

CL:sr
Attachment

cc: M. Klotz (Metro)
H. Reynoldson, w/attr

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.:

DATE SUBMITTED TO W.O.: 11-23-79

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD	REPORT NUMBER (16)-(20)	PROJECT LOCATION (45 typewriter spaces) 21-65	ADT	PRESENT	FUTURE (66)	YEAR (70)(71) (72)	REGION	STATE NAME
2		City St.; North Shore Road (Lake Oswego)		DHV 175 1,500	---	--	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28-62	NATL. FOREST (63)-(65)	FH ROUTE NO. (66)-(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)-(73)	PL. AUTH YR (74)-(75)	PROJECT NUMBER PREFIX LETTER(S) 14-23	PROJECT NUMBER NUMBER
3	P.E.; One Structure								BROS-	0303

CARD

CLASS OF FEDERAL FUNDS: Bridge Replacement

NAME OF URBAN AREA 17-31: Portland

COUNTY NAME: Clackamas

ROUTE NO.: N

FEDERAL-AID: NON (32)

STATE: City St. (36)(37)

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80.00%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43-46	53		(54)-(58)	(59)-(66)	(67)-(76)		
5					PE		"Lakewood Bay(Lake Oswego) Bridge Sec."	0.03	17,000	13,600	--	3,400(C
5					ROW							
5					CONST (CODE) X081			0.03	98,000	78,400	--	19,600(

CARD	CODE	PREPARED BY		PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1		C.L.		0.03	115,000	92,000	-----	23,000(
1	14	PROGRAM APPROVAL DATES 10-4-79				(16)-(23)	(24)-(33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-23-79

LOCATION (33 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
V St.; North Shore Road (Lake Oswego)		DHV 175 1,500	---	--	10	Oregon	41	117	00031

RK (33 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG. (I Projects Only)	
ure								BROS	0303	(1)		

PROJECT NUMBER

COUNTY NAME: Clackamas — CODE: 005

ROUTE NO.: N — FEDERAL-AID: NON — STATE: City St. — U.S.: --

PROGRAM STAGE ☐ 1 OR ☐ 2

Bridge Replacement

Portland

ESTIMATED PROJECT COST BY PHASES

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80.00%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
48	53							
			0.03	17,000	13,600	--	3,400(City)	
W		"Lakewood Bay(Lake Oswego) Bridge Sec."						
NST DE) 081			0.03	98,000	78,400	--	19,600(City)	ROW-40' minimum; Access Control-None; Parking Restrictions-complete
	G.L.	PROJECT TOTALS	0.03	115,000	92,000	-----	23,000(City)	

REMARKS

OVAL DATES 10-4-79

-over-

LAKEWOOD BAY (LAKE OSWEGO) BRIDGE SECTION
Project No. BROS-0303(1)

Existing Facilities:

Roadway. . . 24 foot A.C. surface
Structure #05C01. . .27 foot concrete with 24 foot horizontal clearance

Adjacent Sections: Same as existing roadway

Project Data: Work under the project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Remove existing structure and construct 30 foot prestressed concrete bridge on existing alignment with 24 foot travel surface and 8 foot sidewalk. Construct approach roadways and incidental work common to this type of project. Adjust utilities as required.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None included

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Nonmajor action concurred in by FHWA on September 10, 1979

FHPM 7-7-5 Requirements:

a) Public Hearings. . .Not required under Oregon Action Plan.
b) Location/Design . .Not a factor in the development of this project.

Note: 1) This project is in Congressional District No. 1
2) Included in FY'80 Annual Program in table of Projected Federal Fund Obligations and Balances for Fiscal 1980 Program.
3) Exempt from inclusion in the TIP under FHPM 4-4-6 par. 3a.

9577

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-0303(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00031

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/27/82

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Lakewood Bay (Lake Oswego) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 9/23/82 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
SEP 29 '82
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

14. DATE 9/27/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-0303(1)
Lakewood Bay Bridge
North Shore Road
Clackamas County

Date: September 8, 1982

Reply to Attn. of: HFO.6-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

By letter of September 2, 1982, Mr. Versteeg has requested approval of a deviation from design standards for this structure. The site has been reviewed by Federal Highway Administration personnel and we concur in the proposed design concept including the 22 foot wide deck and retaining the existing approach roadway width.

G. K.
for Dale E. Wilken

RECEIVED
STATE HWY ENGR
SEP 10 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
[illegible] S. COULTER

September 2, 1982

RECEIVED
STATE HWY ENGR
SEP 3 '82
REFER TO
FOR
Info ☒ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

DES 16

NOTED
W. E. SCHWARTZ

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Lakewood Bay (N. Shore Road) Bridge Section
North Shore Road
Clackamas County

Selection of geometric design standards for the subject bridge replacement project has been the object of considerable evaluation. We are submitting a request for deviation from standards for your review.

The structure is on North Shore Road which crosses a narrow strait connecting Lakewood Bay with the larger body of Lake Oswego. The traffic is local in nature and is composed mostly of residents of the area. They are concerned with the quality of life in the neighborhood and wish to retain the present lake shore atmosphere.

Discussions with residents and City officials reveal the intent to retain North Shore Drive in its present configuration. The street is narrow and crooked. In keeping with this environment, replacement design for the structure has been chosen to be as inconspicuous as possible.

The approach roadway to the site is approximately 21 feet wide and the embankments are bound with rock masonry walls, the tops of which form the curbing on each side of the roadway. Both approaches are associated with curvature having acute alignment. The curves have radii of about 150 feet and contain substantial central angle. The road system approaching the structure is of low standard and suitable for low-speed traffic only.

A deck width for the structure of 22 feet has been selected as being compatible with the adjacent roadway system. At the behest of the neighborhood, the usual guardrail protection has been deleted from the approaches. It is not feasible to anchor the guardrail posts to the rock masonry walls. The present environmental factors which are valued by the community will thus be preserved. Most of the architectural amenities of the present bridge and approaches will be retained, but the structural strength will be restored and improved by this project.

We are requesting your evaluation and approval of the deviations from design standards set forth in policy guidelines in the Program Manual.

bc H. S. Coulter
E. S. Hunter
Walt Hart
Frank Terpin
Ed Hardt

GCW/FE/JHV:ja

7577

STATE OF OREGON **INTEROFFICE MEMO**

METRO TECHNICAL SERVICES 238-8231
DEPT. TELEPHONE

TO: D.H. MOEHRING Attn: D.E. Swan
Ass't State Highway Engineer

DATE: August 30, 1979

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Lakewood Bay Bridge No. 05C01
Bridge Replacement
North Shore Road
City of Lake Oswego
Clackamas County
Planning File 79-50

Here is our programming packet on the subject project. Included are:

- project request
- authority for survey
- environmental assessment
- location prospectus
- agreement information sheet

TO TERPIN
9-5-79

This is a Highway Bridge Replacement project on the priority list for FY 79.

Please program $10,000 at this time for preliminary engineering.

js

Attachments

cc: F.E. Terpin
Metro Technical Services Units

9-5-79
cc Program Packet
to Swan.

PROJECT MANAGEMENT [illegible]

Form E 39 (Rev. 8-71)

Planning File No. 79-50

OREGON STATE GHWAY DIVISIO

AUTHORITY FOR SURVEY

ction Lakewood Bay Bridge

Date August 30, 1979

Highway North Shore Road (OS)

Authorization No. 1

County Clackamas

Survey Prefix [illegible]-1916 (Assigned by Salem office)

Description of termini, route, length, etc.:

Project is a spot location on North Shore Road at the Lakewood Bay Bridge, City of Lake Oswego.

Proposed: Replace the existing structures with a new structure 27 feet long with 2-12 foot running lanes and an 8-foot shoulder. Road closure is permissable during construction.

Purpose of Survey: State to perform field survey, prepare plans, specification, estimate of cost and complete PS & E.

BROS-0303 (1)
1-18-80

Funding HRB (OS)
Category 3NM

Estimate of cost:
01 [illegible]

Estimate of Cost

Field Survey	(901)	$ 6,000
Citizen Participation	(902)	
City of County	(903)	
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	6,000
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	2,000
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	300
Photogrammetry	(916)	
Location Studies	(918)	500
Engr. Graphics	(919)	
Office Engineering	(920)	100
Specifications	(921)	500
Environmental	(923)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	500
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Administrative Services	(922)	100

Total estimated cost of survey $17,000

Previous authorization . . . .

Additional authorization requested . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) .

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

K. D. LIMBOCKER, Metro Design Engineer

ecommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

OTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 8/29/79
PREFIX

ENTIFICATION

ROJECT NAME Lakewood Bay Bridge No. 05C01

IGHWAY NAME North Shore Road

HIGHWAY NUMBER N/A

EGION I

ADMINISTRATIVE DISTRICT

COUNTY Clackamas

CITY Lake Oswego

ENGTH 200 ft.

MILEPOST NUMBER TO

☐ RURAL ☒ URBAN

OCAL GOVERNMENT PROJECT? ☐ YES ☐ NO

IF YES, UNIT OF GOVERNMENT City of Lake Oswego

YPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

ETHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

YPE OF WORK ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

ROJECT DESCRIPTION

Replace the existing 24-foot-wide x 27-foot-long structure with a new structure having a 24-foot roadway width plus and 8-foot sidewalk on one side.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978-1500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)

DESIGN STANDARDS

TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

FEATURES	EXISTIN[illegible]UMBER AND WIDTH	[illegible]POSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☐	☒
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ______	☐	☒	☐
~~Stream~~ Lakewood Bay	☒	☐	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYB
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐
[illegible]			

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

Type natural gas, water

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3.0)	4.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ______ ______

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	16,000	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	88,000	
RAILROAD		
ROADWAY	10,000	
OTHER ______		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	114,000	

SUBMITTED BY ______________________

[illegible]

OREGON STATE HIGHWAY DIVISIO
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 17, 1979
Section Lakewood Bay Bridge No. 05C01
Unit (if appl)
County Clackamas
City Lake Oswego
Highway North Shore Road
State Hwy. No.
Termini: M.P.(if appl)
Length
Region I
Construction Estimate ~~$55,000~~ 114,000.
Program Amount

B. Purpose of Project: To replace a deteriorating structure and thereby remove a potential safety hazard.

C. Origin & History of Project: The existing structure is approximately 50 years old and was built during the early development of lakeside residential property. It has been determined that the structure is in a deteriorated condition and of the bridge replacement projects in region I that are not already funded, this project holds top priority for use of fiscal year 1979 bridge replacement funds.

D. General Description of Project: It is proposed that the existing structure be replaced by a thirty-two foot wide clear span bridge. The new structure will have two twelve foot lanes and one eight foot sidewalk. Striping and signs would be included. The bridge will be closed during construction.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0
Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 0 ; Parking 0

Traffic: Existing Facility: Existing ADT 1500 ; Projected ADT 2500 ; Yr. 2000
Existing Level of Service A

Proposed Facility: Projected ADT 2500 ; Yr. 2000
Projected Level of Service A

734-3953 (10-75)

Right of Way: Additional anticipated No ; if yes, give approx. No. Parcels________
Yes, No

Acres________; Type of Relocation Req.________________; No.__________

Materials Source, Borrow, Waste Disposal Requirements, if any:

Type of Structure(s): Clear span bridge.

Brief Description of River or Stream and Type of Involvement, if any: The present structure crosses a narrow channel which connects Lakewood Bay with the main body of Lake Oswego. Lake Oswego is a creek fed, man-made lake which serves primarily as a recreational facility, and occassionally as a means of local transportation.

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe): The no-build alternative would maintain the deterioration of the existing structure and perpetuate a potential safety hazard.

Other Descriptive Information or Comments: This is a landlocked navigable waterway and a Coast Guard permit may be required.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Lake Oswego is a man-made lake which lies in a notch in the heavily wooded hills along the west side of the Willamette River. Originally, a smaller lake formed by a natural dam on Oswego Creek occupied the valley. About sixty years ago, a new dam was constructed at what is currently the east end of the lake. Since that time, almost all of the adjacent property has been developed into exclusive lakeside residences. The shoreline is characterized by ornamental landscaping, beach, and small craft facilities. The lake hosts bass, catfish, crappie, carp, and suckers.

2. Cultural:

The east end of Lakewood Bay abuts the business district along State Street. The rest of the bay and the entire lake is surrounded by an upper middle class residential area. The channel which the current structure crosses provides the only water access between the main lake and Lakewood Bay (and adjacent business district). Primarily a swimming, fisshng, and recreational boating facility, the lake also serves as a transportation route by which lakeside residents can visit each other or the business district along State Street.

Utilities: Gas-Northwest Natural Gas
Water-City of Lake Oswego Note: There is a twenty-four inch water line placed three feet under the bottom of the channel at the site of the bridge.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: N/A

2. Estimated Impact on Traffic Patterns: For both the build and no-build alternatives, the projected ADT's for the year 2000 are the same and no long-term impact on traffic patterns is expected. During the construction phase, however, most of the 1500 ADT will presumably be absorbed by the A Ave.-State Street route between the residential area on the north side of the lake and the business district adjacent to Lakewood Bay along State Street.

Consequences--Air Quality, Noise, Safety, etc.:

Potential increase in peak hour traffic congestion on A Avenue and State Street during the construction phase (approximately four months).

3. Estimated Impact on Land Use: N/A

Consequences:

4. Expected Impact on Natural Ecological Resources: None.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

The design of the structure will be compatible with the surrounding neighborhood.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:
Increased traffic on A Ave.-State Street route during construction.

7. Potential for Controversial Issues:

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Project will not conflict with air quality plans. An Indirect Source Permit is not required.

b. Noise Standards
No significant change. This project comes under the Statewide Noise Report.

c. Water Quality Standards
Project will not conflict with water quality standards.

d. Area Land Use and Transportation Plans, and Zoning N/A

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	X ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

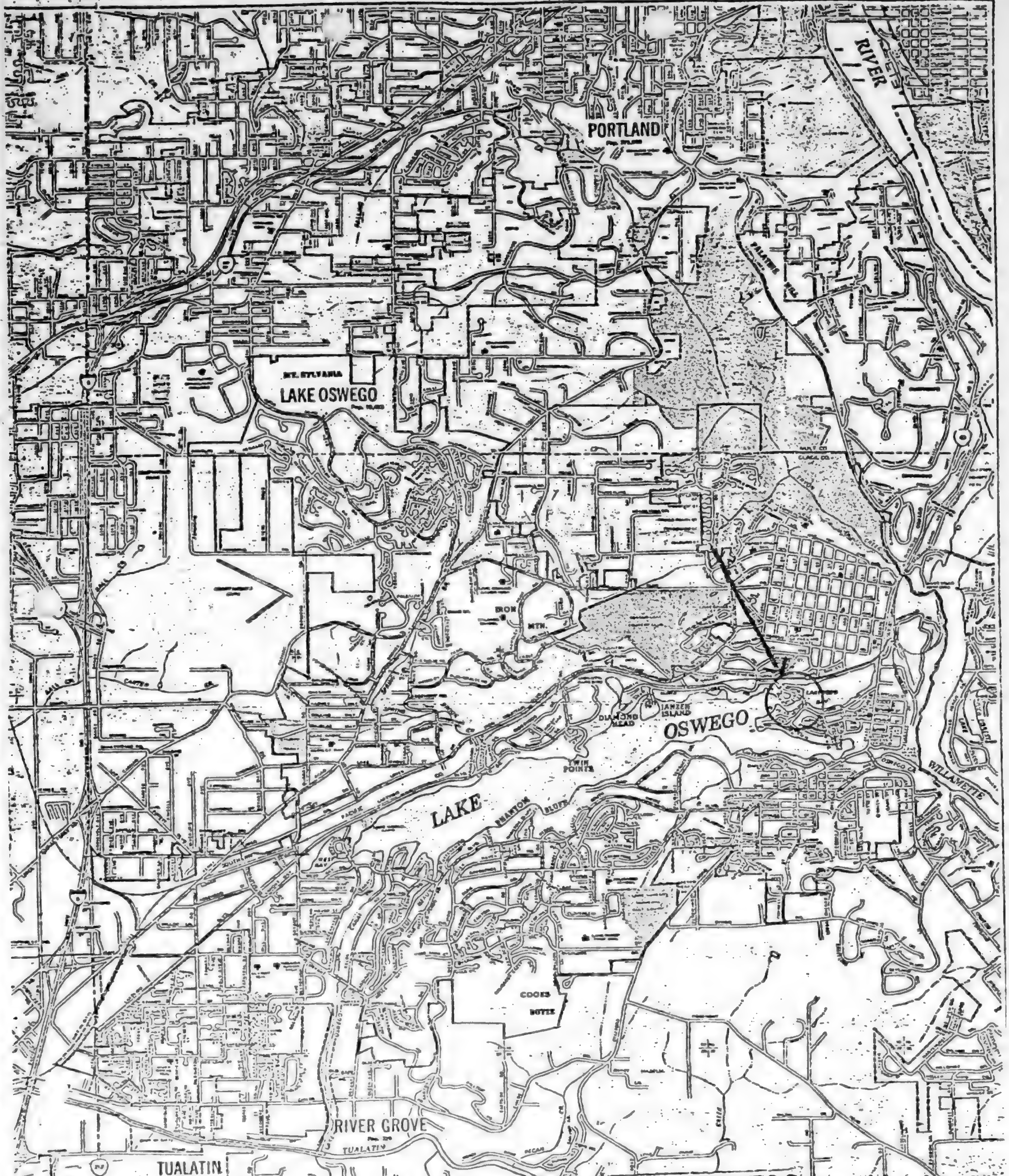
Basis for Type of Action and Documentation:

Because there would be only a limited or temporary impact on the human environment it is recommended that this project be classified as assessment only.

D. Recommended Project Category: ____ 1 ____ 2 x 3 ____ 4

Prepared By McKay / Kaiser

Form (1)10-75


RIVER
PORTLAND
MT. SYLVANIA
LAKE OSWEGO
IRON MTN.
DIAMOND HEAD
JANZEN ISLAND
OSWEGO
LAKE
TWIN POINTS
PHANTOM BLUFF
WILLAMETTE
COOKS BUTTE
RIVER GROVE
TUALATIN
LAKE OSWEGO
RIVERGROVE

FEDERAL AID PROJECT REQUEST

Date January 5, 1979

Applicant Agency City of Lake Oswego

Request for: **Off-System** HBR, **FAS-C** ____, **FAUS** ____ **Project**

Federal Aid Route No. ____ **Route Name** North Shore Road

Project Name Lakewood Bay Bridge No. 05C01, North Shore Road

Project Length 200 feet **Project Location (Attach sketch map)**

Project Description Replace the existing 24 ft wide, 27 ft. long structure with a new structure having a roadway width of 24 feet plus an 8-foot sidewalk on one side.

Average Daily Traffic 1500 VPD **Design Speed** 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** **(Attach sketch)**

Width 24' **Travel Lanes** 2 **Shoulders** 0

Medians None **Parking** None

Sidewalks None

Remarks ____

2. **Desired Roadway Cross Section:** **(Attach sketch)**

Width 24' **Travel Lanes** 2 **Shoulders** 0

Medians None **Parking** None

Curbed Yes **Length Curb Radii** NA

Sidewalk/Bikeway One side, 8 feet

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 50 Minimum 40 Maximum 50

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. **Proposed Signalization:**

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Signing will be included in project

4. **Permanent Striping:**

Include in project or by applicant? Striping will be included in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

7000 LMV 100 feet each side of structure

2. Proposed Illumination:

Location To be determined during PE

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location .5 mile west of Highway 43 on North Shore

Type

Approach Roadway Width 24 Shoulder Width 0

Length 27 Width 24

To remain in place? To be replaced

2. Proposed Structure:

Location .5 mile west of Highway 43 on North Shore

Approximate Size: Length To be determined in PE Width 32' (including sidewalk)

Are sidewalk/bikeways desired? YES

Are any utilities to be attached to structure? YES

Are provisions for illumination desired? TO BE DETERMINED DURING P.E.

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	JOHN A. BUSTRAAN Office
2.	Environmental	JOHN A. BUSTRAAN Office
3.	Public Hearing	JOHN A. BUSTRAAN Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes________ No X

If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$ ~~5,000~~ 10,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	~~50,000~~ 38,000
Railroad	
Other________	
Preliminary engineering	16,000
PROJECT TOTAL	$ ~~55,000~~ 114,000 ① *

Remarks * Revised as per conversation with John Bustraan on 8-29-79. E.C. [illegible]

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF LAKE OSWEGO and/or ________ COUNTY

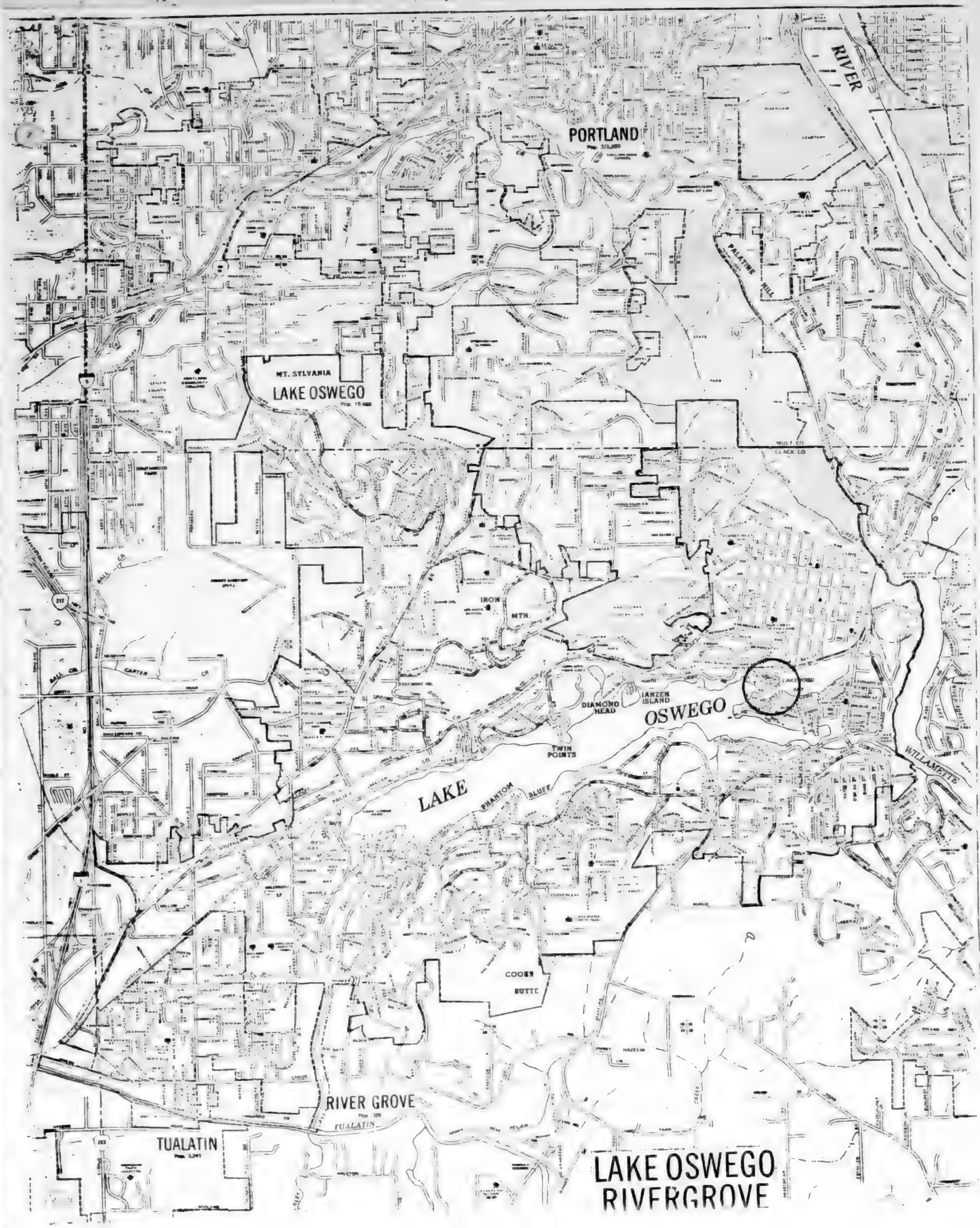
By________ By________

By________ By________

By________

T. Byrd [illegible]
[illegible] 7-17-79

(1976)


RIVER
PORTLAND
PALATINE HILL
MT. SYLVANIA
LAKE OSWEGO
MULT CO
CLACK CO
IRON MTN.
DIAMOND HEAD
JANZEN ISLAND
LAKEWOOD
OSWEGO
TWIN POINTS
LAKE
PHANTOM BLUFF
WILLAMETTE
COOKS BUTTE
RIVER GROVE
TUALATIN
TUALATIN
LAKE OSWEGO
RIVERGROVE

Project Lakewood Bay Bridge No. 05C01

Agency City of Lake Oswego **Date** August 29, 1979

Type of Project Bridge Replacement

Funds SOS e(4) FAUS FASC Title II [✓ HBR]

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(X)	( )	( )
Monitor PE	(X)	( )	( )	( )
Field Survey	( )	(X)	( )	( )
Prepare Environmental Statements	(X)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(X)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	(X)	( )	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	(X)	( )	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	(X)	( )	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		[✓ Yes]	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

1982 Jewell Jct.-M.P. 23.8 Sec. 9580
of Fishhawk Falls & Sunset Hwys.
(Grading and Paving)

4580

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-122 PROJECT REPORT NUMBER MODIFICATION NUMBER 4	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1-19-88	Form Approved; O M B No. 04-R2089 State Oregon County Clatsop Project Number F-HES-27-1(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 1,051,510	$ 1,069,938	
Federal funds	$ 43,643	$ 43,643	(010)
	901,800	918,385	(141)
Other revisions			

This modification is made for the following reasons: To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of ______, 19 ____.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
Manager, Program Section
(Title)

XXX For: Larry Rulien
State Highway Engineer
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 15, 1988

Federal-Aid Project No. F-HES-27-1(8)

Jewell Jct.-Summit (M.P. 23.3 to 23.5) Sec.
Sunset Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 667+92 to 675+00)

Total as on estimate of December 15, 1983	All Required	$ 49,510

Type Code I000
Roadway (Sta. 72+00 to 769+00)
Hazard Elimination Funding (141)

Subtotal as on estimate of December 15, 1983		$ 899,058.00
	Engineering	121,370.00
	Total	$ 1,020,428.00
Length of Roadway		0.511 mi.
Cost of Roadway Per Mile		$ 2,093,812.13

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	010	88.15%	$ 49,510.00	$ 43,643.00	$ 5,867.00
Roadway	141	90.00%	1,020,428.00	918,385.00	102,043.00
Total			$1,069,938.00	$ 962,028.00	$ 107,910.00

Sub. Job 010 = 0%; Sub. Job 011 = 5%; Sub. Job 020 = 0%; Sub. Job 021 = 75%
Contract No. 9580
Prefix: C004-1949 (P.E.)
Prefix: C004-1041
DDB:bkw

12 F-

STATE COPY Gen. File

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 12-183+184		
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER 3	12-21-83	Project Number F-HES-27-1(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,010,830	$ 1,051,510
Federal funds	40,399 (010) $ 868,500 (141)	43,643 (010) $ 901,800 (141)
Other revisions		

This modification is made for the following reasons: to include increase for construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of December, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter
Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Hignway Engineer
(Title)

By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 15, 1983

Federal-Aid Project No. F-HES-27-1(8)

Jewell Jct.-Summit (M.P. 23.3 to 23.5)
Sunset Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Primary Funding (010)
Type Code SFTY
Roadway (Sta. 667+92 to Sta. 675+00)

Subtotal of previous estimate of July 26, 1983				$	39,853.00

Previous Estimate

Class B Asph. Conc. Mixture	95	Ton	24.00		2,280.00
Asphalt Cement in Mixture	6	Ton	160.00		960.00
				$	3,240.00

Revised Estimate

Class B Asph. Conc. Mixture	180	Ton	24.00	$	4,320.00
Asphalt Cement in Mixture	10	Ton	160.00		1,600.00
Wood Sign Posts	14	Each	20.00		280.00
Move & Reinstall Existing Signs	12	Each	20.00		240.00
				$	6,440.00
			Increase	$	3,200.00
			Subtotal	$	43,053.00
			Engineering		6,457.00
			Total	$	49,510.00

Hazard Elimination Funding (141)
Type Code I000
Roadway (Sta. 72+00 to Sta. 769+00)

Subtotal of previous estimate of September 7, 1983	$	872,370.75

Previous Estimate

Flagman	1,800 Hour	15.00	$ 27,000.00
Trench Excavation	227 Cu. Yd.	5.00	1,135.00
1"-0 Aggregate Base	2,259 Ton	5.00	11,295.00
Asphalt Cement in Mixture	197 Ton	160.00	31,520.00
Filter Fabric	999 Sq. Yd.	1.25	1,248.75
			$ 71,074.75

Revised Estimate

Flagman	2,517 Hour	15.00	$ 37,755.00
Trench Excavation	822 Cu. Yd.	5.00	4,110.00
1"-0 Aggregate Base	3,001 Ton	5.00	15,005.00
Asphalt Cement in Mixture	224 Ton	160.00	35,840.00
Filter Fabric	2,442 Sq. Yd.	1.25	3,052.00
Finish Roadbed & Slopes (P.A. #1)		All Required	2,000.00
			$ 97,762.00
		Increase	$ 26,687.25
		Subtotal	899,058.00
		Engineering	102,942.00
		Total	$ 1,002,000.00

Length of Roadway	0.511 mi.
Cost of Roadway Per Mile	$ 2,042,093.93

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$ 49,510.00	$ 43,643.00	$ 5,867.00
Roadway	141	1,002,000.00	901,800.00	100,200.00
Total		$ 1,051,510.00	$ 945,443.00	$ 106,067.00

Group 1 5%; Group 2 75%
Contract No. 9580
Prefix: 4-1949
Prefix: 4-1041

STATE COPY 5

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-103	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 9-7-83	County CLATSOP
MODIFICATION NUMBER 2		Project Number F-HES-27-1(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 783,830.00	$ 1,010,830.00
Federal funds	$ 704,599.00	$ 908,899.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of September, 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E.Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 7, 1983

FEDERAL AID PROJECT NO. F-HES-27-1(8)

JEWELL JCT.-SUMMIT (M.P. 23.3 to 23.5)
SUNSET HIGHWAY
CLATSOP COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

PRIMARY FUNDING
TYPE CODE SFTY
ROADWAY (Sta. 667+92 to Sta. 675+00)

Total the same as previous estimate of July 26, 1983	$ 45,830.00

HAZARD ELIMINATION FUNDING (APPN CODE 141)
TYPE CODE I000
ROADWAY (Sta. 72+00 to Sta. 769+00)

Subtotal of previous estimate of July 26, 1983	$656,297.75

PREVIOUS ESTIMATE

Flagman	700	Hour	15.00	$ 10,500.00
Treated Base Mixture	7,450	Ton	12.25	91,262.50
8-inch Drain Pipe	169	Lin. Ft.	8.00	1,352.00
				$103,114.50

REVISED ESTIMATE

Flagman	1,800	Hour	15.00	$ 27,000.00
Treated Base Mixture	7,950	Ton	12.25	97,387.50
8-inch Drain Pipe	1,100	Lin. Ft.	8.00	8,800.00
Clearing & Grubbing (P.A. #5A)	1.1	Acre	10,000.00	11,000.00
Slide Excavation (P.A. #5B)	20,000	Cu. Yd.	5.00	100,000.00
Rock Embankment (P.A. #5C)	6,000	Cu. Yd.	12.50	75,000.00
				$319,187.50

Increase	$216,073.00
SUBTOTAL	872,370.75
Engineering	92,629.25
TOTAL	$965,000.00

Length of Roadway ---------------- 0.511 mi.
Cost of Roadway Per Mile --------- $1,888,454.01

SUMMARY OF FUNDS

DESRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway 010	010	$ 45,830.00	$ 40,399.00	$ 5,431.00
Roadway 141	141	965,000.00	868,500.00	96,500.00
TOTAL		$1,010,830.00	$908,899.00	$101,931.00

Group 1: 5%; Group 2: 75%
Contract No. 9580
Prefix: 4-1949
Prefix: 4-1041

130

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-91 + 92	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 8-17	County Clatsop
MODIFICATION NUMBER 1		Project Number F-HES-27-1(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 597,803.00	$ 783,830.00
Federal funds	$ 537,279.00	$ 704,599.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter
Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 26, 1983

Federal-Aid Project No. F-HES-27-1(8)

Jewell Jct.-Summit (M.P. 23.3 to Sta. 23.5)
Sunset Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Primary Funding
Type Code SFTY
Roadway (Sta. 667+92 to Sta. 675+00)

Subtotal of previous estimate of December 28, 1982				$	35,365.20
Previous Estimate					
Temporary Signs	95	Sq. Ft.	10.00		950.00
Clearing & Grubbing	2%	All Required			875.20
				$	1,825.20
Revised Estimate					
Temporary Signs	193	Sq. Ft.	10.00	$	1,937.00
Clearing & Grubbing	10%	All Required			4,376.00
				$	6,313.00
			Increase	$	4,487.80
			Subtotal		39,853.00
			Engineering		5,977.00
			Total	$	45,830.00

Hazard Elimination Funding (Appn Code 141)
Type Code 1000
Roadway (Sta. 72+00 to Sta. 769+00)

Subtotal of Previous Estimate of December 28, 1982		$	491,333.45
Additional Items			
Temp. Protection and Direction of Traffic (P.A. #1A)	All Required	$	5,000.00
Clearing and Grubbing (P.A. #1B)	All Required		27,360.00

Remove Structures and Obstructions (P.A. #1C)		All Required		2,700.00
Rock Inlay (P.A. #1D)	500	Cu. Yd.	13.60	6,800.00
Special Excavation (P.A. #1E)	5,532	Cu. Yd.	5.75	31,809.00
Additional Excavation (P.A. #1F)	14,858	Cu. Yd.	2.85	42,345.30
Wall Excavation (P.A. #1K)	2,250	Cu. Yd.	4.00	9,000.00
Wall Backfill (P.A. #1M)	3,300	Cu. Yd.	5.75	18,975.00
Geotextile Fabric (P.A. #1N)	13,000	Sq. Yd.	0.95	12,350.00
Temp. Conc. Barrier (P.A. #1O)	500	Lin. Ft.	9.00	4,500.00
Wall Removal (P.A. #1P)		All Required		4,125.00
				$ 164,964.30

Increase	$ 164,964.30
Subtotal	656,297.75
Engineering	81,702.25
Total	$ 738,000.00

Length of Roadway	0.511 mi
Cost of Roadway Per Mile	$ 1,533,913.89

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$ 45,830.00	$ 40,399.00	$ 5,431.00
Roadway	141	738,000.00	664,200.00	73,800.00
Total		$ 783,830.00	$ 704,599.00	$ 79,231.00

Group 1 5%; Group 2 75%
Contract No. 9580
Prefix: 4-1949
Prefix: 4-1041

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. [illegible]	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Clatsop Project No. F-HES-27-1(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Jewell Jct.-Summit (M.P. 23.3-23.5)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-82	0.511
OTHER *(Specify)*		

FUNDS PRO RATA

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
40,140.00 (010) $ 557,663.00 (141)	35.383.00 (010) $ 501,896.00 (141)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Management Engineer
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 28, 1982

Federal-Aid Project
No. F-HES-27-1(8)

Jewell Jct.-Summit (M.P. 23.3-23.5)
Sunset Highway
Clatsop County

PROJECT AGREEMENT ESTIMATE

Primary Funding
Type Code SFTY
Roadway (Sta. 667+92 to Sta. 675+00)

Furnishing Field Laboratory	2 % Each	2,000.00	$ 40.00
Mobilization	10 %	All Required	5,750.00
Temporary Protection and Direction of Traffic	2 %	All Required	100.00
Temporary Signs	95 Sq. Ft.	10.00	950.00
Temporary Barricades	2 Each	50.00	100.00
Flagmen	100 Hour	15.00	1,500.00
Clearing and Grubbing	2 %	All Required	875.20
Removal of Structures and Obstructions	20 %	All Required	2,160.00
General Excavation	100 Cu. Yd.	1.35	135.00
Trench Excavation	85 Cu. Yd.	5.00	425.00
Finishing Roadbed and Slopes	2 %	All Required	20.00
Watering	8 M-Gal.	5.00	40.00
1"-0 Aggregate Base	467 Ton	5.00	2,335.00
Class "B" Asphalt Concrete Mixture	95 Ton	24.00	2,280.00
Asphalt Cement in Mixture	6 Ton	160.00	960.00
15-inch Culvert Pipe	7 Lin. Ft.	30.00	210.00
15-inch Sewer Pipe	375 Lin. Ft.	18.00	6,750.00
Concrete Inlets, Type "G-2"	1 Each	350.00	350.00
Guard Rail, Type "2A"	250 Lin. Ft.	9.00	2,250.00
Guard Rail, Type "3"	100 Lin. Ft.	19.00	1,900.00
Guard Rail Anchors, Type "1"	3 Each	330.00	990.00
Extra for Guard Rail Bridge Connections	4 Each	330.00	1,320.00
Rail End Pieces, Type "C"	3 Each	95.00	285.00
Extra for Asphalt Approaches	8 Each	200.00	1,600.00
Drainage Curbs	400 Lin. Ft.	2.00	800.00
Delineators, Type 2	5 Each	20.00	100.00
Delineators, Type 4	9 Each	10.00	90.00
			$ 34,315.20

Anticipated Items

Permanent Signing	All Required	$ 750.00
Permanent Pavement Striping	All Required	300.00
		$ 1,050.00
	SUBTOTAL	$ 35,365.20
	Engineering	4,774.80
	TOTAL	$ 40,140.00

Hazard Elimination Funding (Appn Code 141)
Type Code I000
Roadway (Sta. 742+00 to Sta. 769+00)

Furnishing Field Laboratory	80	%	2,000.00	$ 1,600.00
Mobilization	80	%	All Required	46,000.00
Temporary Protection and Direction of Traffic	93	%	All Required	4,650.00
Temporary Signs	310	Sq. Ft.	10.00	3,100.00
Temporary Barricades	8	Each	50.00	400.00
Temporary Guard Rail, Type 1 Reflectorized	3,675	Lin. Ft.	4.00	14,700.00
Temporary Reflective Pavement Markers	180	Each	5.00	900.00
Flagmen	700	Hour	15.00	10,500.00
Pilot Car	300	Hour	34.00	10,200.00
Clearing and Grubbing	80	%	All Required	35,008.00
Removal of Structures and Obstructions	60	%	All Required	6,480.00
General Excavation	8,892	Cu. Yd.	1.35	12,004.20
Borrow Excavation	4,700	Cu. Yd.	2.80	13,160.00
Trench Excavation	227	Cu. Yd.	5.00	1,135.00
Finishing Roadbed and Slopes	80	%	All Required	800.00
Watering	84	M-Gal.	5.00	420.00
1'-0 Aggregate Base	2,259	Ton	5.00	11,295.00
Treated Base Mixture	7,450	Ton	12.25	91,262.50
Cement in Treated Base Mixture	410	Ton	67.00	27,470.00
Class "B" Asphalt Concrete Mixture	3,790	Ton	24.00	90,960.00
Asphalt Cement in Mixture	197	Ton	160.00	31,520.00
12-inch Culvert Pipe	174	Lin. Ft.	24.00	4,176.00

Adjust Masonary Wall	1 Each	400.00	400.00
8-inch Drain Pipe	169 Lin. Ft.	8.00	1,352.00
12-inch Drain Pipe	632 Lin. Ft.	11.00	6,952.00
Filter Fabric	999 Sq. Yd.	1.25	1,248.75
Gravel in Drains	247 Cu. Yd.	20.00	4,940.00
Guard Rail, Type "2A"	3,575 Lin. Ft.	9.00	32,175.00
Guard Rail Anchors, Type 1	8 Each	330.00	2,640.00
Rail End Pieces, Type C	1 Each	95.00	95.00
Extra for Asphalt Approaches	10 Each	200.00	2,000.00
Concrete Barrier	525 Lin. Ft.	20.00	10,500.00
Drainage Curbs	1,950 Lin. Ft.	2.00	3,900.00
Delineators, Type 2	14 Each	20.00	280.00
Delineators, Type 4	31 Each	10.00	310.00
Roadside Seeding and Mulching	2 Acre	650.00	1,300.00
			$ 485,833.45

Anticipated Items		
Permanent Signing	All Required	$ 1,500.00
Permanent Pavement Striping	All Required	1,300.00
Temporary Pavement Striping	All Required	2,700.00
		$ 5,500.00
	SUBTOTAL	$ 491,333.45
	Engineering	66,329.55
	TOTAL	$ 557,663.00

Length of Roadway --------- 0.511 mi.
Cost of Roadway Per Mile---$1,091,317.03

SUMMARY OF FUNDS

Description	Code	Total Cost	Federal Funds	State Funds
Roadway	010	$ 40,140.00	$ 35,383.00	$ 4,757.00
Roadway	141	557,663.00	501,896.00	55,767.00
TOTAL		$597,803.00	$537,279.00	$60,524.00

Group 1 5%; Group 2 75%
Contract No. 9580
Prefix: 4-1949
Prefix: 4-1041

Jewell Jct.-Summit (M.P. 23.3-23.5)
Nonparticipating

State Responsibility for Damages	All Required	$ 1,500.00

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 4/23/86	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. RS-132(2) and F-HES-27-1(8)
COMPLETION DATE (Actual) 9/20/83	ACCEPTANCE DATE BY CONRTACT AGENCY June 28, 1985	TIME ELAPSED 100 %	CONTRACT TIME 250 CD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JEWELL JUNCTION - M. P. 23.8
FISHAWK FALLS AND SUNSET HIGHWAYS
Grading, Drainage and Paving

This project provided for an improved intersection of the Fishawk Falls Highway with the Sunset Highway and for extending a climbing lane on the Sunset Highway.

The contract work was awarded to Comco Const. Ore. Ltd. (DBA) Salem Road and Driveway, on December 22, 1983. Work started on January 31, 1983 and was completed September 30, 1983. The final project cost overran the original authorization by approximately 94 percent. A large slide occurred requiring a major realignment and a substantial waste disposal problem.

Final inspection of the completed project was made September 27, 1983.

- WHK -

RECEIVED
STATE HWY ENGR
APR 28 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | [illegible] | Sign | Act | File

NOTED
W. E. SCHWARTZ

5/7

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE G. K. H	
TITLE Area Engineer	DATE 4/23/86	TITLE Field Operations Engineer	DATE 4/25/86

FORM FHWA 1446B (Rev. 3-84) PREVIOUS EDITIONS MAY BE USED.

October 24, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA   98003

CON 5
#9580

On July 3, 1985, we wrote to you concerning release of final payment on Contract No. 9580 awarded to Comco Construction, Oregon Ltd., dba Salem Road & Driveway Co. for work on Jewell Junction-M.P. 23.8 Section of the Fishhawk Falls and Sunset Highways in Clatsop County.

The total contract amount is $1,033,161.19 and no work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Comco Construction, Oregon Ltd.,
dba Salem Road & Driveway Co.
P.O. Box 603
Salem, OR   97308

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
10-24-85 ac

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-27-1(8) and RS-132(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

5-7-85

4. PROGRAM NO.

5. ITEM NO. 10100 & 20057

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-10-84

8. FEDERAL ROUTE NUMBER Primary 27 & Secondary 132

9. STATE ROUTE NUMBER Primary 47 & Secondary 103

10. GENERAL LOCATION

JEWELL JUNCTION - M.P. 23.8

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's April 30, 1985 letter, this will confirm the advance approval date of September 10, 1984, contingent upon modification of Project Agreement if additional funds are required, to proceed with the actual adjustments of West Oregon Electric Cooperative, Inc.'s aerial power line relocation. Reimbursement on an actual cost basis estimated at a TEC of $1,305; Federal Funds $1,150.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

Orig. to
5/8

RECEIVED
STATE HWY ENG.
MAY 8 '85
REFER TO
Potter

14. DATE 5/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

April 30, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

ORIGINAL [illegible]
[illegible]

SUBJECT: Aerial Power Line Facilities Relocation
West Oregon Electric Cooperative, Inc.
Jewell Jct. - M.P. 23.8 Section
Sunset Highway
Clatsop County
Project No. F-HES-27-1(18)

Here is a copy of an estimate of cost to adjust West Oregon Electric Cooperative, Inc.'s facilities dated September 14, 1984, and a sketch showing their proposed relocation.

A copy of the relocation letter to the Cooperative dated April 25, 1983, was previously supplied to your office.

The aerial power lines originally in conflict, located on public road right-of-way, were relocated at no cost to the State. The power lines were relocated to a position approved by the State Highway Division. Subsequent sliding necessitated tree removal to protect the Cooperative's relocated power line facilities. Federal participation was requested and granted for this protective work. A copy of my letter of April 23, 1984, requesting federal-aid participation and your PR-1240 dated June 19, 1984, approving the participation is enclosed for your information.

Unanticipated failure of the slope has resulted in additional sliding and the requirement for additional relocation of the Cooperative's originally relocated facilities.

RECEIVED
STATE HWY ENGR
MAY 1 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

It is the State's opinion that the Cooperative has acted in good faith in both the original relocation of their power line facilities, subsequent work required to protect the relocated power lines and this last relocation work required because of additional failure of the slope.

This conflict was not originally anticipated, therefore, the Cooperative was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 10, 1984 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,305.

JCM:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Jerry Miller

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: JEWELL JCT-MP 23.8

WEEK ENDING: Nov. 17, 1984

SECTION PREFIX: 4-1041-900

HIGHWAY: FISHAWK FALLS & SUNSET

COUNTY: CLATSOP

NAME OF JOB: JEWELL JCT-MP 23.8

KIND OF WORK: GRADING & PAVING

CONTRACTOR: COMCO CONST dba SALEM ROAD & DRIVEWAY

CONTRACT NUMBER: 9580

FEDERAL AID PROJECT NUMBER: RS-132(2) & F-HES-27-1(8)

DATE OF CONTRACT: DECEMBER 22, 1982

DATE WORK STARTED: JANUARY 31, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 250

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $1,211,283.29

EXCLUSIVE OF ENGINEERING: $1,076,283.29

ENGINEERING AUTHORIZATION: $135,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,035,700.00

ENGINEERING COST TO DATE: $145,300.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

est. engr. 145,300.00

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2.4%

PERCENT OF AUTHORIZATION: 108 %

DATE PROJECT WAS COMPLETED: SEPTEMBER 20, 1983

SEMIFINAL SUBMITTED : NOVEMBER 18, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE -AGGR.	OIL AND/OR PAVE	TREATED BASE		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	TREATED BASE	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	28,174 CY	5,600 TON		7,450 TON	4,700 TON
TOTAL QUANTITIES CORRECTED TO DATE	73,343 CY	6,240 TON		7,950 TON	4,891 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	73,343 CY	6,240 TON		7,950 TON	4,891 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.						
PERCENT						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11		250		
MONDAY 12		250		
TUESDAY 13		250		
WEDNESDAY 14		250		
THURSDAY 15		250		
FRIDAY 16		250		
SATURDAY 17		250		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	No work activity.
MONDAY 12	"
TUESDAY 13	"
WEDNESDAY 14	"
THURSDAY 15	"
FRIDAY 16	"
SATURDAY 17	"

REMARKS

Second Notification issued effective September 20, 1983.
Semifinal submitted on November 18, 1983.
Items needed to be completed and submitted before third notification:

Third Notification submitted November 16, 1984

This is the final report.

SIGNED
CHET ANDERSON
PROJECT MANAGER

LOCATION ASTORIA

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

September 13, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration
ATTENTION: William H. Kappus, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Facilities Relocation
West Oregon Electric Cooperative, Inc.
Jewell Jct.-M.P. 23.8 Section
Sunset Highway
Clatsop County
Project No. F-HES-27-1(18)

Dear Mr. Kappus:

Confirmation of your verbal authorization for West Oregon Electric Cooperative to proceed with the relocation of their aerial power line facilities in conflict with this project as of September 10, 1984, is requested. An estimate of cost is being prepared by the Cooperative. Preliminary estimate of cost is $1,500. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 10, 1984 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC/nv
cc: E. S. Hunter
W. F. Cobine
Duane Christensen
Chuck Lobaugh
Jerry Miller
Pete Gonzales

RECEIVED
STATE HWY ENGR
SEP 20 '84
REFER TO
FOR
Info Inves R/D D.R Sign Act File

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

September 10, 1984

Mr. James D. Vick
Allen & Vick, Attorneys at Law
P.O. Box 12994
Salem, OR 97309-0994

Re: Vehicle Accident of August 29, 1983
Highway 26, M. P. 23.8
Client--Harold Guined

In your letter of August 16, 1984, to the Federal Highway Administration, you asked for the name of the construction company that was working on Highway 26 at M. P. 23.8 on August 29, 1983. That company was COMCO Construction Oregon Ltd.

Sincerely yours,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
Construction Engineer

cc: W. E. Schwartz ✓
D. O. Christensen

09105L

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 11 '84
REFER TO
FOR

Info	Invest	R/D	D.R.	[illegible]	[illegible]	[illegible]

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

August 27, 1984

IN REPLY REFER TO
HDA.1-OR/INQ-202

RECEIVED
AUG 31 1984
CONSTRUCTION SECTION

[✓ CE]	CAE	LS	TC
COE	CM	SA	CC
CM		FE	
CAM		MA	
CP		OCS	
EEO		FILE	

Mr. James D. Vick
Allen & Vick, Attorneys at Law
P. O. Box 12994
Salem, Oregon 97309-0994

Dear Mr. Vick:

Your Client: Harold Guined, DOL 8-29-83
Your ltr, 8-16-84, File 5766J

Your letter to our Portland Regional Office has been referred to the Oregon State Highway Division, which administered the construction contract in question.

Sincerely yours,

Original Signed By
ROBERT B. HATHAWAY
Asst. Division Administrator
Dale E. Wilken
Division Administrator

cc w/ltr:
OSHD (Mr H S Coulter, State Highway Engr)

cc:
FHWA Region (HAD-010 J Koss)

NOTED
W. E SCHWARTZ

WES

RECEIVED
STATE HWY ENGR
AUG 28 '84
REFER TO
Fredrickson
FOR

Info	Inter	R/D	D.R.	Sign	Act	File
			✓			

ALLEN & VICK
ATTORNEYS AT LAW

GARY D. ALLEN, P.C.
JAMES D. VICK

MICHAEL N. GUTZLER
R. MICHAEL ELMER
HOWARD R. NIELSEN

SALEM OFFICE
805 HIGH STREET N.E.
P.O. BOX 12984
SALEM, OREGON 97309-0984
503-364-8488
FROM PTLD. 503-221-0818

PORTLAND OFFICE
5900 S.W. MACADAM AVENUE
SUITE 580
PORTLAND, OREGON 97201
503-228-8138

REPLY TO SALEM OFFICE

August 16, 1984

Federal Highway Administration
708 S.W. Third
Portland, OR 97204

Re:	Our Client:	Harold Guined
	Our File No.:	5766J
	DOL:	August 29, 1983

Gentlemen:

Our office represents Harold Guined for injuries which he sustained in an automobile collision which occurred on the above date of loss. The collision occurred when he had stopped for a construction flagman. The location of the construction and the collision was at milepost 23.8, .2 miles west of the Quartz Creek bridge and 33 miles west of North Plains, Oregon, on U.S. Highway 26.

The purpose of this letter is to inquire as to the name of the construction company which would have been doing the construction at that time.

Your assistance in this matter is very much appreciated.

Very truly yours,

ALLEN & VICK

James D. Vick

James D. Vick

RECEIVED
AUG 27 1984
OREGON DIVISION

cc: Client
JDV:ph
54-i

CL 84-119

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

cc: Secretary of State -
Please acknowledge receipt
of the attached claim on
the enclosed copy of this
letter. See CL 84-2
filed 1-4-84.

FILED
JUN 29 1984
NORMA PAULUS
SECRETARY OF STATE

June 28, 1984

IN REPLY REFER TO
FILE NO.
CON 5
#9580

Concrete Coring Company
PO Box 1848
Vancouver, WA 98663

Attention: Barry Woods
President

Gentlemen or Ladies:

This will acknowledge your letter of June 18, 1984, concerning the following Highway Division contract. It is my understanding that this is the same claim as filed in December 1983 but you are adding the claim against the bond of North Pacific Construction.

FILED BY:	Concrete Coring Company
AMOUNT:	$1,146.24
FOR:	Asphalt slab sawing
AGAINST (Prime contractor)	Comco Construction, Oregon Ltd. dba Salem Road & Driveway Co.
CONTRACT NO.:	9580
PROJECT:	Jewell Jct.-M.P. 23.8 Section, Fishhawk Falls and Sunset Highways, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7-9-84

cc: Comco Construction, Oregon Ltd.
dba Salem Road & Driveway Co.
PO Box 603
Salem, OR 97308

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

731-0188

CONCRETE CORING COMPANY

Concrete Cutting Company, Inc.

P.O. Box 1848 • Vancouver, Washington 98663
Phone: 206/696-2521 — 503/285-9201

Anchorage Portland
Boise Seattle
Eugene Spokane
Vancouver

CERTIFIED MAIL

June 18, 1984

CERTIFIED
P 724 238 286

Clerk or Auditor
Department of Transportation
121 Transportation Building
Salem, Or. 97310

RE: Contract Number 9580 - Jewel Junction - Hwy 26

TO: The State of Oregon

Notice is hereby given that the undersigned, Concrete Coring Company, has a claim for asphalt slab sawing in the amount of $1,146.24. We wish to make claim against contract number 9580 on the retainage issued to Salem Road and Driveway and on the bond of North Pacific Construction Bond # 2350-05-043093C for the work we did at Jewel Junction, Highway 26.

Barry Woods by kw
Barry Woods
President
CONCRETE CORING COMPANY

RECEIVED
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

BLW:mt

CC: Allan Hay - Conc, dba:
Salem Road and Driveway
P.O. Box 805
McMinneville, Or. 97128

North Pacific Construction
7940 S.E. Division, Suite A
Portland, Or. 97206

Employers of Wausau
2000 Westwood Dr.
Box 150
Wausau, Wisconsin 54401
Bond # 2350-05-043093C

same claim as 12-19-83
but adding against
North Pacific Constr.'s
bond -

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-27-1(8)&RS-132(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO 10100 & 20057

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/6/83

8. FEDERAL ROUTE NUMBER Primary 27 & Primary 132

9. STATE ROUTE NUMBER Primary 47&Secondary 103

10. GENERAL LOCATION

Jewell Junction - M. P. 23.8 Section

11. GENERAL DESCRIPTION OF WORK

Removal of trees by utility company

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION [illegible]
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *Specify*

13. REMARKS

As requested by Mr. Potter's letter of 4/23/84 this will confirm the advance approval date of 12/6/83, contingent upon modification of Project Agreement if additional funds are required, to proceed with protection of West Oregon Electric Cooperative aerial power line caused by enlarged work area because of slide. Work involved removal of trees which threatened power lines. Reimbursement on an actual cost basis under the provisions of PPM 30-4, paragraph 9c(1) is approved at a TEC of $2,030, Federal Funds $1,827.

RECEIVED
STATE HWY ENGR
JUN 20 '84
REFER TO Potter
FOR
Info | Index | R/A | D.F. | Sign | Act | File

14. DATE 6/19/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

84-80

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

: Secretary of State -
Please acknowledge receipt
of the attached claim on
the enclosed copy of this
letter.

May 11, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9580

Allen & Yazbeck
Attorneys at Law
735 SW First Avenue
Portland, OR 97204

FILED
MAY 15 1984
NORMA PAULUS
SECRETARY OF STATE

Attention: Joseph A. Yazbeck, Jr.

Gentlemen or Ladies:

This will acknowledge your letter of May 4, 1984, with attached Notice of Claim from North Pacific Construction Company concerning for following Highway Division contract:

FILED BY:	North Pacific Construction Company
AMOUNT:	$48,147.26
FOR:	Work performed and equipment rented
AGAINST (Prime contractor)	Comco Construction, Oregon Ltd. dba Salem Road & Driveway Co.
CONTRACT NO.:	9580
PROJECT:	Jewell Jct.-M.P. 23.8 Section, Fishhawk Falls and Sunset Highways, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED

5-17-84 kjm

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Comco Construction, Oregon Ltd.
dba Salem Road & Driveway Co.
PO Box 603
Salem, OR 97308

ALLEN & YAZBECK
ATTORNEYS AT LAW

F. GORDON ALLEN
JOSEPH A. YAZBECK, JR.
ROBERT L. O'HALLORAN
LYNNIA K. WOODS

735 S. W. FIRST AVENUE
STROWBRIDGE BUILDING
PORTLAND, OREGON 97204
(503) 224-2147

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

May 4, 1984

Robert Gormson
Manager Commission Services
State of Oregon
Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Re: Claim of North Pacific Construction on Comco Construction Project, Jewell Junction-PM 238, Contract No. 9580

Dear Mr. Gormson:

Enclosed is a North Pacific Construction's claim on the bond provided by Comco as principal and United Pacific as surety.

Very truly yours,

Joseph A. Yazbeck, Jr.

JAY:as

Enclosure

cc: North Pacific Construction,
Attn: William Arenz
Daniel J. Seifer

CERTIFIED
P 713 975 697
MAIL

RECEIVED
MAY -7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: Robert Gormson
Manager Commission Services
State of Oregon
Department of Transportation
Highway Division

CLAIM ON A BOND

Notice hereby is given that the undersigned, North Pacific Construction, has a claim for work performed and equipment rented on the State of Oregon Highway project known as Jewell Junction-PM 23.8, OSHD Contract No. 9580 in the sum of $48,147.26 against the bond taken from Comco Construction of Oregon, Ltd., dba Salem Road and Driveway as principal and United Pacific Insurance Company as surety for work performed in excavation and embankment and equipment rental on the above-referenced contract.

NORTH PACIFIC CONSTRUCTION COMPANY

By: William Arenz, President

RECEIVED
MAY -7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9580 PL 84 85

bc: Secretary of State -
Please acknowledge receipt
of the attached claim on
the enclosed copy of this
letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 11, 1984

FILED
MAY 15 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9580

F. K. Wolf's Trucking
6780 SW Hall Blvd.
Beaverton, OR 97005

Dear Mr. Wolfersperger:

This will acknowledge your letter dated January 31, 1984, and received in our office signed on April 11, 1984, filing a claim against the following Highway Division contract:

FILED BY:	F. K. Wolf's Trucking Company
AMOUNT:	$628
FOR:	Trucking services
AGAINST (Prime contractor)	Comco Construction, Oregon Ltd. dba Salem Road and Driveway Co.
SUBCONTRACTOR:	North Pacific Construction Corp.
CONTRACT NO.:	9580
PROJECT:	Jewell Jct.-M.P. 23.8 Section, Fishhawk Falls and Sunset Highways, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FB
5-12-84 kjm

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Comco Construction, Oregon Ltd.
dba Salem Road & Driveway Co.
PO Box 603
Salem, OR 97308

January 31, 1984

Comco
dba Salem Road & Driveway
1305 Lafayeete Avenue
McMinnville, Oregon, 97128

Wausau Insurance Company
9400 S. W. Beaverton-Hillsdale Hwy.
Beaverton, Oregon

Oregon State Hwy. Dept.
c/o Chet Anderson
P. O. Box 1104
Astoria, Oregon, 97103

RE: Oregon State Hwy, Dept. Job #9580

Notice is hereby given to all concerned and interested parties that the undersigned, Fred Wolfersperger and Judy Wolfersperger, doing business as F. K. Wolf's Trucking Company have a claim for trucking services performed to North Pacific Construction Corp. in the sum of $628.00 dollars against the Bond taken from Wausau Insurance Co. #2350-05-043093 in the amount of $88,453.65. Work was performed at Jewel Junction, Hwy. 26, for the period of July 12, 1983 to August 4, 1983.

Fred Wolfersperger

Fred Wolfersperger of F. K. Wolf's Trucking Company

CC: Jeffrey Kleinman
Opton & Galton, Attorneys at Law

RECEIVED
FEB 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
APR 11 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROW 18-4

April 23, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Protection of Aerial Power Lines
West Oregon Electric Cooperative, Inc.
Jewell Jct.-M.P. 23.8 Section
Sunset Highway
Clatsop County
Project No. F-HES-27-1(8)

RECE
TECHNICAL
APR 24 84
REFER TO
Info Invest R/O

Here is a copy of a final billing of cost to protect West Oregon Electric Cooperative's facilities dated March 1, 1984.

A copy of the relocation letter to the Cooperative dated April 2[illegible], 1983 was previously supplied to your office.

The aerial power lines originally in conflict, located on public road right of way, were relocated at no cost to the State. The power lines were relocated to positions approved by the State.

The slope work area, between Station 753+00 and Station 759+00, was enlarged after the Cooperative had completed their relocation work. The enlarged work area required removal of trees. The tree removal constituted a threat to the Cooperative's relocated power lines. The Cooperative, at State's approval, removed the trees that endangered their power lines. My letter of October 11, 1983 requested participation in the tree removal cost and was approved by your PR-1240 dated October 17, 1983.

Subsequent sliding of the highway cutbank and the related falling of trees again endangered the Cooperative's aerial power lines. The Cooperative again offered, and the State accepted, to remove the trees endangering their power lines.

It is the State's opinion that the Cooperative acted in good faith in the original relocation of their power lines. The cost of any protection from danger trees caused by cutbank failure should be reimbursable. Again the Cooperative's timely response to the need for tree removal was in the best interest of the project and the people.

The safety hazard of the dangerous trees was not originally anticipated, therefore, the Cooperative was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the billing submitted herewith and our letter confirming authorizing to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the Cooperative's work.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 3, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $2,030.00.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
Ted Inloes

1580

F

March 16, 1984

F. K. Wolf's Trucking Company
6780 SW Hall Boulevard
Beaverton, OR 97005

CON 5
#9580

Attention: Fred Wolfersperger

Gentlemen:

Attached is a copy of a letter dated January 31, 1984, which you had mailed to the Astoria Highway Division office.

We can file this letter as a claim but we do need to have your original signature on the letter.

Please sign the enclosed letter and return to 121 Transportation Building, Salem, OR 97310 and we will process your claim.

If you have any questions, please call me at 378-6526.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm
Attachment

bc: Chet Anderson

January 31, 1984

Comco
dba Salem Road & Driveway
1305 Lafayeete Avenue
McMinnville, Oregon, 97128

Wausau Insurance Company
9400 S. W. Beaverton-Hillsdale Hwy.
Beaverton, Oregon

Oregon State Hwy. Dept.
c/o Chet Anderson
P. O. Box 1104
Astoria, Oregon, 97103

RE: Oregon State Hwy, Dept. Job #9580

Notice is hereby given to all concerned and interested parties that the undersigned, Fred Wolfersperger and Judy Wolfersperger, doing business as F. K. Wolf's Trucking Company have a claim for trucking services performed to North Pacific Construction Corp. in the sum of $628.00 dollars against the Bond taken from Wausau Insurance Co. #2350-05-043093 in the amount of $88,453.65. Work was performed at Jewel Junction, Hwy. 26, for the period of July 12, 1983 to August 4, 1983.

Fred Wolfersperger of F. K. Wolf's Trucking Company

CC: Jeffrey Kleinman
Opton & Galton, Attorneys at Law

RECEIVED
FEB 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: Pat Patterson
Construction Office Manager

DATE: February 10, 1984

FROM: for Chet Anderson, Project Manager

SUBJECT: Notice of Claim on Project for Unpaid Services
Jewell Jct-MP 23.8 Project
Fishawk Falls && Sunset Highways
Clatsop County
Contract 9580

For your information, enclosed is a letter from F. K. Wolf's Trucking Company indicating a claim against the project's bond for unpaid trucking services performed between 7/12/83 and 8/4/83 for the sum of $628.00.

cc: G. Wimer
file

encl.

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

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FILED
JAN 17 1984
NORMA PAULUS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 13, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9580

Robert L. McKee & Associates
Attorneys at Law
7313 N. Leavitt
Portland, OR 97203

Attention: Willie Anderson

Gentlemen:

This will acknowledge your letter of December 30, 1983, filing a claim on behalf of P & G Simensen Trucking against the following Highway Division contract:

FILED BY:	P & G Simensen Trucking
AMOUNT:	$4,416.00
FOR:	Hauling earthwork
AGAINST (Prime contractor)	Comco Construction, Oregon Ltd., dba Salem Road & Driveway Co.
CONTRACT NO.:	9580
PROJECT:	Jewell Jct.-M.P. 23.8 Section, Fishhawk Falls and Sunset Highways, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

Comco Construction, Ore. Ltd.,
dba Salem Road and Driveway Co.
PO Box 603
Salem, OR 97308

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ROBERT L. McKEE & ASSOCIATES
ATTORNEYS AT LAW
7318 N. LEAVITT
PORTLAND, OREGON 97203
TELEPHONE 286-5733
AREA CODE 503

ROBERT L. McKEE
WILLIS D. ANDERSON
WOODROW W. POLLOCK, Jr.

Of Counsel
BURTON J. FALLGREN

CANDISE Du BOFF JONES
(1952-1979)

December 30, 1983

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Your file No. CON 5 #9580
Notice of Claim

Dear Mr. Gormsen:

Notice hereby is given that P & G Simensen Trucking has a claim for hauling earthwork from the Jewell Junction project, State Highway Contract No. 9580 in the sum of $4,416.00 against the bond of North Pacific Construction Corp. with Wausau Insurance and/or the bond of the general contracter, Comco Construction, with United Pacific Reliance Insurance Company. This was for work performed between August 1, 1983 and August 19, 1983.

Respectfully yours,

Willie Anderson

Willie Anderson

WA/ljw

RECEIVED
JAN - 3 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 11, 1984

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H. S. COULTER

SUBJECT: Construction Engineering Expenditures
Jewel Jct.-M.P. 23.8 Section
Contract No. 9580

In response to Mr. Coulter's inquire as to "what can we do to keep construction engineering costs lower next time?", I am enclosing memos from Region Construction Engineer G. W. Wimer and Project Manager Chet Anderson.

The following is my current understanding of events which probably led to and/or influenced the construction engineering cost overrun on this project:

1. The project was located by Region 1 and the project is in Region 1.
2. Available width for traffic during stage construction was known to be "tight" and was so indicated on the preliminary and construction plans.
3. Construction engineering was performed by Region 2.
4. After contract award it was determined that additional width was needed for handling traffic during stage construction. A major design change was made, adding $160,000.00 to the contract to accommodate this need. A significant amount of construction engineering, including the design of a special temporary retaining wall, was expended on the redesign of this project. These would normally be charged to Preliminary Engineering and are not true construction engineering costs.
5. Subsequent to the initial design change, and possibly related to it, significant cut slides developed on the project. The cost to correct the cut slide problems added approximately $192,000.00 to the project and required a significant amount of design engineering to determine the necessary corrective measures.

NOTED
W. E. SCHWARTZ

Scott — Major eng. overruns resulted from design changes which should have been properly charged to preliminary engineering prefix. Const. has discussed this w/feds & a procedure is being worked out to do this. — NOTED W. E. SCHWARTZ

[illegible] — My concern was that for a project overrun between 3rd & 4th [illegible] [illegible] $[illegible] the [illegible] was more than 1/3 of this increase. — Scott

RECEIVED STATE HWY ENGR						
JAN 12 '84						
REFER TO						
FOR						
Info	Inves	K/D	D/R	Sign	Act	File

81-125-1987

In my opinion, the answer to Mr. Coulter's question is: avoid major design changes where practicable and to develop a method for charging necessary design engineering to a design (Preliminary Engineering) prefix instead of construction engineering.

I am exploring the design prefix concept and will discuss it with you in the near future.

OBJ:mk

cc: C. O. Fredrickson

OB/M24

STATE OF OREGC INTER FFICE MEMO

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REGION 2 ENGINEER
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JAN 05 1984
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TO: Gerald Wimer
Region 2 Construction Engineer

DATE: January 4, 1984

FROM: Chet Anderson, Project Manager C Anderson

SUBJECT: Overrun of Field Engineering Cost
Jewell Jct-MP 23.8 Project
Fishawk Falls and Sunset Highways
Clatsop County
Contract 9580

The amount of work and expenditures on the subject project was increased substantially due to redesign, the occurence of slides and simply overrunning of some ~~miscellaneous~~ mis estimated quantities of work on the project. Below is a summary of the amounts authorized for this project and the engineering amounts established to inplement the increased work on the project. Also listed is the final estimated project cost and the final estimated field engineering cost.

	Initial Auth.	2nd Auth.	3rd Auth.	4th Auth.*	Final Estimated Project Cost
roject Cost; Includes ngineering, Ant. Item, ontigencies, Etc.	$731,883.29	$902,883.29	$1,110,883.29	$1,211,283.29	$1,216,000.00±
eld Engineering mount	$58,114.09	$97,000.00	$100,000.00	$135,000.00	$135,000.00±
of Entire Auth.)	(7.9%)	(10.7%)	(9.0%)	(11.1%)	(11.1%)

stimated Normal Engineering Cost for Final Project Cost: 7.9% x 1,216,000 = $96,000.00±

th Authorization not yet approved.

nd Authorization, needed for redesign of project to take care of traffic during stage construction and to shift alignment away from building embankments on existing fill slides.

rd Authorization, needed for correction of slides in cut slopes.

th Authorization, needed for overrun of quantities, (quantities of some items miss-estimated), and correction of slide which developed after 3rd Authorization work.

The engineering expended on this project is more than normally allotted. But as this project was enlarged thru redesign, and the amount of work on the project was further increased to take care of slides this more than normal construction engineering costs could be expected as the engineering work done during the construction phase of this project also included preliminary engineering and design engineering for the redesign of the project and for the additional slide corrective work.

There was an increase in work on the project due to redesign and the occurence of slides which amojnted to about \$400,000.00±. An expected preliminary engineering and design cost for this additional work would be about 10 percent of the amount of the additional work. Or it could be expected for this project the construction engineering cost would overrun the normal construction engineering cost by 10% x \$400,000.00± = \$40,000.00±.

cc: file

cc (O.B. Jackmand) + Per your request
J.W.

4-1041

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO

378-2626

TO: O. B. Jackmond
CONTRACT ADMINISTRATION ENGINEER

DATE: December 22, 1983

FROM: Gerald W. Wimer G. W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: H. S. Coulter Note
Expected Project Overrun
Jewel Jct.-M.P. 23.8 Section
Sunset Highway
Contract 9580

You requested this office's comments regarding State Highway Engineer H. S. Coulter's note on your December 5 letter relative to the subject matter. He wrote, "The Engineering cost overrun look very high in comparison to project overrun. What can we do to keep lower next time?"

The real answer is to do a better job of controlling our engineering cost on all projects. However, the last monthly cost summary from this office would project to an overall engineering overrun of 13.9%. We continue to strive to lower this. Unpreventable change orders continue to contribute to the problem.

With respect to the subject project, we unfortunately have sustained the necessity for three separate project authorization increases. The first contemplated 12% engineering. The next 9.9% and the last 12.9%.

As pointed out in my last transmittal letter, the second request inadvertently did not include sufficient engineering funds. The main reason for the engineering overruns on this project have been the change in design and additional slides after contracting. I trust we will not have another request for increase of authorization on this project.

If you have any specific suggestions, that we are not already doing to reduce our engineering costs in this Region, please let us know.

GWW/cal

cc: Chet Anderson

Pat —

Discuss.

RECEIVED
DEC [illegible] 1983
CONSTRUCTION SECTION

1387

D/u ~~1-4-84~~ 1-24-84

STATE OF OREGON — INTEROFFICE MEMO

Highway Construction 378-6318 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 9, 1983

FROM: Duane O. Christensen
for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Jewell Jct.-M.P. 23.8 Section
Sunset Highway, Clatsop County
Contract No. 9580

12-9 [illegible] Jackmond
The engineering costs look very high in comparison to project overrun. — What can we do to keep lower next time?

This federal aid grading and paving project is essentially completed and it now appears that the final cost will exceed the project authorization by $100,400.00 or 9.0 percent. The authorization has been increased twice in the past. The first increase was the meeting on June 21, 1983, the increase being based on a revision of alignment in the easterly unit which provided additional width for the traveling public. The second increase was at the meeting on August 16, 1983, the increase being based on additional work required to stabilize the cut slope on the northerly side of the highway.

The most recent request for increase in the authorization failed to include approximately $32,000 for special excavation in the terminal transition on the easterly end of the project in a high cut area. In the process of negotiating a price agreement for construction of the revised alignment, the contractor was assured of adequate room for operation of his equipment. After the slopes were staked, quantities were found to exceed preliminary estimates. Flagging performed in connection with this and other work on the project exceeded expectations by nearly $15,000.

Since the last request a small slide has developed on the job which will have to be corrected and is expected to add approximately $30,000 to the cost of the project.

Additional construction engineering costs are also being incurred due to the increased work listed.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $100,400.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
R. D. Church

Chet Anderson
D. E. Swan

OK

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STATE HWY ENGR
DEC [illegible] '83
REFER TO
FOR

DEC 9 1983
CONSTRUCTION SECTION
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25-1387

XC - Fredrickson 12-15-83

REGON STATE HIGHWAY DIVISIO

Expected Overrun of Project Authorization

Jewell Jct-MP 23.8 Date November 17, 1983

Highway Fishawk Falls & Sunset Contract No. 9580

County Clatsop Kind of Work Grading and Paving Contractor Comco Constr. OR Ltd.

	Original Authorization	Second Authorization	Third Authorization	Estimated
Contract Amount	611,362.15	770,973.45	976,283.45	1,045,378.31
Anticipated Items	34,350.00	34,350.00	34,350.00	6,284.14 30,020.84
Contingency (4½%)	29,057.05	559.84	249.84	-0-
Engineering	58,114.09	97,000.00	100,000.00	135,000.00
Credits	0	0	0	(-5,400.00)
PROJECT COST	732,883.29	902,883.29	1,110,883.29	1,211,283.29 ~~1,181,262.45~~

NET INCREASE $ 100,400.00 ~~70,379.16~~ OR 9.0 6.3

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

			Expected Amount	Net Change from 3rd Autr
BI 8	Flagging	C	41,583.75	+14,583.75
3001E	Special Exc.	U	63,723.23	+31,914.2
Engineering		C	135,000.00	+35,000.00
Contigency		C	0	-249.8

Principal reasons for overruns (Continue on reverse side): Because of the extensive changes made to the project and bacause of the urgency of providing a basis for accomplishing the revised project with minimal delays to the contractor and public, inadaquate time and care was used to get a reliable estimate of quantities and costs.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the ori
project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by n
than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been n
by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resi
Engineer.

Submitted by C Anderson
Resident Engineer

Noted by
for Construction ~~or Bridge~~ Engine

Noted by

CL 84-2

bc: Secretary of State -
Please acknowledge receipt
of the attached claim on
the enclosed copy of this
letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 28, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9580

FILED
JAN 4 1984
NORMA PAULUS
SECRETARY OF STATE

Concrete Cutting Company, Inc.
PO Box 1848
Vancouver, WA 98663

Attention: Barry Woods
President

Gentlemen:

This will acknowledge your two letters dated December 19, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Concrete Coring Company
AMOUNT:	$1,146.24
FOR:	Asphalt slab sawing
AGAINST (Prime contractor)	Comco Construction, Ore. Ltd., dba Salem Road and Driveway Co.
CONTRACT NO.:	9580
PROJECT:	Jewell Jct.-M.P. 23.8 Section, Fishhawk Falls and Sunset Highways, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

NOTED ON CARD
1-18-84

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

In the future, on the filing of claims, one letter is sufficient.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Comco Construction, Ore. Ltd.,
dba Salem Rd. & Drwy. Co.
PO Box 603
Salem, OR 97308

731-0188

CONCRETE CORING COMPANY
Concrete Cutting Company, Inc.

P.O. Box 1848 • Vancouver, Washington 98663
Phone: 206/696-2521 — 503/285-9201

Anchorage Portland
Boise Seattle
Eugene Spokane
Vancouver

CERTIFIED MAIL

December 19, 1983

Clerk or Auditor
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: Contract Number 9580 - Jewel Junction, Hwy 26

TO: THE STATE OF OREGON

Notice is hereby given that the undersigned, Concrete Coring Company, has a claim for asphalt slab sawing in the amount of $1,146.24. We wish to make claim against contract number 9580 on the bond issued to Salem Road and Driveway for the work we did at Jewel Junction, Highway 26.

Barry Woods
President

CONCRETE CORING COMPANY

BLW:bjw

CC: Conco, DBA: Attn: Allan Hay
Salem Road & Driveway
P. O. Box 805
Mc Minneville, OR 97128

North Pacific Construction
7940 SE Division, Suite A
Portland, OR 97206

Bond No: U344686
United Pacific
33405 8th Ave
Federal Way, WA

CERTIFIED
P 492 746 854
MAIL

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 27, 1983

Robert L. McKee & Associates
Attorneys At Law
7318 N. Leavitt
Portland, OR 97203

CON 5
#9580

Attention: Willie Anderson

Gentlemen:

This will acknowledge a copy of an unsigned letter dated December 19, 1983, to North Pacific Construction Corporation stating that P and G Simensen Trucking has a claim on two construction projects.

The project you refer to as a federal highway project designated as Sweet Home Job F.H.P. 23-1 (2) is a Federal Highway Administration contract. You would need to contact them directly for the filing of that claim.

The other project entitled Jewell Junction is our State Highway Contract No. 9580. If you wish to file a claim against the bond on this contract, you would need to file with us a signed Notice of Claim. The Notice should contain the contractor's name, project description and the amount of the claim. We will then file that claim with the Secretary of State. Attached are the instructions for filing a claim.

If you have any questions, please call me at 378-6526.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

FKN:km

ROBERT L. McKEE & ASSOCIATES
ATTORNEYS AT LAW
7318 N. LEAVITT
PORTLAND, OREGON 97203
TELEPHONE 285-5733
AREA CODE 503

ROBERT L. McKEE
WILLIS D. ANDERSON
WOODROW W. POLLOCK, Jr.

Of Counsel
BURTON J. FALLGREN

CANDISE Du BOFF JONES
(1952-1979)

CERTIFIED MAIL - RETURN RECEIPT REQUESTED
December 19, 1983

CERTIFIED
P 319 717 218
MAIL

North Pacific Construction Corp.
P.O. Box 16740
Portland, Oregon 97216

Attention: Bill Arnez

Re: P & G Simensen Trucking

Dear Mr. Arnez:

This office has been retained to represent P & G Simensen Trucking.

Notice is hereby given that my client has a claim against your bond with Wausau Insurance and/or the bond of Comco Construction with United Pacific Reliance Insurance Company in the sum of $1,035.00 for hauling earthwork from the (federal 2. highway project designated Sweet Home Job F.H.P. 23-1 (2)) and in the sum of $4,416.00 for hauling earthwork from the (state highway project designated Jewell Junction Job M.P. 23.8 contract #9580.)

[illegible]
adm
Job
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Ver
Laurish

This was for work performed between August 1, 1983 and August 19, 1983 on jobs which you subcontracted from Comco Construction.

Sureties on the bonds are requested to forward copies of their respective bonds to my office as soon as possible.

Previous demands for payment sent by my client directly on November 3, 1983 have gone unheeded and no payments have been received. Payment must be made as soon as possible or suit will be filed on the bonds. If suit becomes necessary my client is entitled to recover his attorney fees in connection therewith.

Respectfully yours,

Willie Anderson

cc:

P & G Simensen Trucking
2514 N. Willamette Blvd.
Portland, Oregon 97217

Comco Construction
P.O. Box 768
McMinville, Oregon 97218

Attn: Bill McAuliffe
United Pacific Reliance Ins. Co.
825 N.E. Multnomah
Portland, Oregon 97232

Attn: Author Eby
Wausau Insurance
9400 S.W. Beaverton Hwy - Suit 300
Beaverton, Oregon 97005

Attn: Robert Gormsen
Commissions Services
Oregon State Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

Attn: Ned Steward
Federal Highway Administration
610 East 5th Street
Vancouver, Washington 98661

Secretary of State
Salem, Oregon 97310

RECEIVED
DEC 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gen Files

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 12-182	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County CLATSOP
MODIFICATION NUMBER 2		Project Number RS-132(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 133,688	$ 140,768
Federal funds	$ 117,845	$ 124,086
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of [illegible]mber, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 15, 1983

FEDERAL AID PROJECT NO. RS-132(2)

FISHHAWK FALLS HWY. @ SUNSET HWY. JCT.
FISHHAWK FALLS HIGHWAY
CLATSOP COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (Sta. 4+50 to Sta. 10+00)

Subtotal of Previous Estimate of July 26, 1983 $116,250.70

PREVIOUS ESTIMATE

Flagman	100	Hour	15.00	$ 1,500.00
General Excavation	14,482	Cu. Yd.	1.35	19,550.70
Class "B" Asphalt Concrete Mixture	815	Ton	24.00	19,560.00
Asphalt Cement in Mixture	47	Ton	160.00	7,520.00
				$ 48,130.70

REVISED ESTIMATE

Flagman	147	Hour	15.00	$ 2,205.00
General Excavation	16,748	Cu. Yd.	1.35	22,609.80
Class "B" Asphalt Concrete Mix	888	Ton	24.00	21,312.00
Asphalt Cement in Mix	51	Ton	160.00	8,160.00
				$ 54,286.80
			Increase	$ 6,156.10
			SUBTOTAL	122,406.80
			Engineering	18,360.20
			TOTAL	$140,768.00

Length of Roadway ----------- 0.104 mile
Cost of Roadway Per Mile ---- $1,353,538

Federal Funds (88.15%) ------ $124,086.00
State Funds ----------------- 16,682.00
TOTAL $140,768.00

Group 3: 20%
Contract No. 9580
Prefix: 4-1949
Prefix: 4-1041

RHZ:pf

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-85	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
PROJECT REPORT NUMBER	[illegible]	Project Number RS-132(2)
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 21, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 105,003.00	$ 133,688.00
Federal funds	$ 92,560.00	$ 117,845.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon July 26, 1983

Federal-Aid Project No. RS-132(2)

Fishhawk Falls Hwy. at Sunset Hwy. Jct.
Fishhawk Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 4+50 to Sta. 10+00)

Subtotal of previous estimate of December 16, 1982				$ 92,513.50
Previous Estimate				
Clearing and Grubbing	18%	All Required		$ 7,876.80
				$ 7,876.80
Revised Estimate				
Clearing and Grubbing	70%	All Required		$ 30,632.00
Type "C" Signs in Place (P.A. #4)	8	Sq. Ft.	9.00	72.00
Type "U" Signs in Place (P.A. #4)	6	Sq. Ft.	15.00	90.00
Move & Reinstall Existing Signs (P.A. #4)		All Required		820.00
				$ 31,614.00
			Increase	$ 23,737.20
			Subtotal	116,250.70
			Engineering	17,437.30
			Total	$ 133,688.00

Length of Roadway	0.104 mi.
Cost of Roadway Per Mile	$ 1,285,461.53
Federal Funds	$ 117,845.00
State Funds	15,843.00
Total	$ 133,688.00

Group 3	20%
Contract No.	9580
Prefix:	4-1949
Prefix:	4-1041

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-172	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Clatsop Project No. RS-132(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fishhawk Falls Hwy. at Sunset Hwy. Jct.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-82	0.104
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 105,003.00	$ 92,560.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Management Engineer
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right of way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 16, 1982

Federal-Aid Project
No. RS-132(2)

Fishhawk Falls Hwy. at Sunset Hwy. Jct.
Fishhawk Falls Highway
Clatsop County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 4+50 to Sta. 10+00)

Furnishing Field Laboratory	18 % Each	2,000.00	$ 360.00
Mobilization	10 %	All Required	5,750.00
Temporary Protection and Direction of Traffic	5 %	All Required	250.00
Temporary Signs	115 Sq. Ft.	10.00	1,150.00
Temporary Barricades	9 Each	50.00	450.00
Flagmen	100 Hour	15.00	1,500.00
Clearing and Grubbing	18 %	All Required	7,876.80
Removal of Structures and Obstructions	20 %	All Required	2,160.00
General Excavation	14,482 Cu. Yd.	1.35	19,550.70
Trench Excavation	67 Cu. Yd.	5.00	335.00
Finishing Roadbed and Slopes	18 %	All Required	180.00
Watering	158 M-Gal.	5.00	790.00
1"-0 Aggregate Base	2,874 Ton	5.00	14,370.00
Class "B" Asphalt Concrete Mixture	815 Ton	24.00	19,560.00
Asphalt Cement in Mixture	47 Ton	160.00	7,520.00
18-inch Culvert Pipe	80 Lin. Ft.	16.00	1,280.00
Extra for Pipe Under Pavement	40 Lin. Ft.	10.00	400.00
Guard Rail, Type "2A"	550 Lin. Ft.	9.00	4,950.00
Guard Rail Anchors, Type "1"	3 Each	330.00	990.00
Rail End Pieces Type "C"	3 Each	95.00	285.00
Extra for Asphalt Approaches	2 Each	200.00	400.00
Delineators, Type 2	7 Each	20.00	140.00
Delineators, Type 3	12 Each	23.00	276.00
Delineators, Type 4	4 Each	10.00	40.00
Roadside Seeding and Mulching	1 Acre	650.00	650.00
			$91,213.50

Anticipated Items

Permanent Signing	All Required	$ 500.00
Permanent Pavement Striping	All Required	800.00
		$ 1,300.00
	SUBTOTAL	$ 92,513.50
	Engineering	12,489.50
	TOTAL	$105,003.00

Length of Roadway	0.104 mi.
Cost of Roadway Per Mile	$1,009,644.23

Federal Funds	$ 92,560.00
State Funds	12,443.00
TOTAL	$105,003.00

Group 3 20%
Contract No. 9580
Prefix: 4-1949
Prefix: 4-1041

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 13, 1983

Wausau Insurance Company
9400 SW Beaverton Highway, Suite 300
Beaverton, OR 97005

Gentlemen:

Re: Jewell Jct.-M.P. 23.8 Section
Fishhawk Falls & Sunset Highways
Contract No. 9580

The inquiry letter (print attached for your information) which you addressed to Mr. Anderson has been forwarded to me for response.

Prime contractor on the subject project is Comco Construction, Oregon Limited, a partnership doing business as Salem Road & Driveway Co. at Salem (P.O. Box 603) Oregon 97308. The surety on this contract is United Pacific.

North Pacific Construction Corp. is a subcontractor to the prime contractor on this project, and apparently has engaged Mr. Hantze's Polar Transport Services, Inc. through a purchase order. In other correspondence Mr. Hantze has referred to Wausau Insurance Co. Bond #2350-05-043093 in the amount of $88,453.65.

The Oregon State Highway Division does not require bond or surety in our name from subcontractors. Our interests are protected through surety of the prime contractors.

Sincerely,

C. T. Keasey, P.E., P.L.S.
Construction Engineer

By

H. H. Patterson, P.E., P.L.S.
Office Manager

HHP:mk

bc: Robert Gormsen
Chet Anderson

HP/L3

Gormsen
noted

Form 734-3122

December 12, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Relocation and/or Protection of Aerial Power Lines
West Oregon Electric Cooperative, Inc.
Jewell Jct.-M.P. 23.8 Section
Sunset Highway
Clatsop County
Project No. F-HES-27-1(8)

Confirmation of your verbal authorization for West Oregon Electric Cooperative, Inc. (WOEC) to proceed with the relocation and/or protection of their aerial power line facilities located along the northerly side of the Highway which have been jeopardized by unanticipated additional sliding of the highway cut bank, as of December 6, 1983, is requested. An estimate of cost is being prepared by WOEC. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
December 6, 1983 is approved

William H. Kappus

William H. Kappus, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
C. O. Fredrickson
Jerry Miller
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
DEC 15 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DEC 14 1983
RR & UTILITY UNIT

CL 83-271

bc: Secretary of State:
Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 13 1983
NORMA PAULUS
SECRETARY OF STATE

December 9, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9580

Polar Transport Service, Inc.
1521 E. 5th
McMinnville, OR 97128

Attention: Gary Hantze
President

Gentlemen:

This will acknowledge your letter of November 20, 1983, to Chet Anderson of the Highway Division in Astoria, filing a claim against the following Highway Division contract:

FILED BY:	Polar Transport Service, Inc.
AMOUNT:	$2,138.91
FOR:	Hauling
AGAINST (Prime contractor)	Comco Construction, Ore. Ltd. dba Salem Road & Driveway Co.
SUBCONTRACTOR:	North Pacific Construction Corp.
CONTRACT NO.:	9580
PROJECT:	Jewell Jct.-M.P. 23.8 Section, Fishhawk Falls and Sunset Highways, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland Inc. of Oregon

NOTED ON CARD
12-15-83 Kgw

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 11 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Comco Construction, Ore. Ltd.
dba Salem Road & Driveway Co.
PO Box 603
Salem, OR 97308

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

731-0188

Oregon stste Highway Dept.
P.O. Box 1104
Astoria Oregon,97103

November 20, 1983

Attn: Mr. Chet Anderson

RE: JOB #9580

Mr. Anderson:

In my previous letter I failed to state the dollar value of my claim. At the time the amount was $2,485.15 since that time North Pacific Construction Co. has sent a check to Polar Transport for that amount, but out of that check they withheld driver wages and all the taxes. This left a net of $346.24 Copies of the check are enclosed.
When I was hired for this job I wasnot told it was a Bacon-Davis job, therefore the amount of the claim now stands at $2138.91
I will not cash the check I have recieved until I recieve the remaining balance.

Thank you

POLAR TRANSPORT SERVICES INC.

Gary Hantze

Gary Hantze, President

cc:North Pacific Const.
cc:Wausau
cc:Comco

RECEIVED
NOV 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NPCC

NORTH PACIFIC CONSTRUCTION CORP.
P. O. Box 16740 (503) 774-7874
Portland, Oregon 97216

№ 1788

24-22
1230 17

OCTOBER 24, 1983

Pay to the order of POLAR TRANSPORT SERVICE, INC. $ 346.24

NORTH PACIFIC CONST. CORP. 346 DOLS 24 CTS Dollars

McMinnville Branch, McMinnville 97128
US BANK
United States National Bank of Oregon

⑈001788⑈ ⑆123000220⑆ 017 0009 567⑈

Check Printing Company - Portland, Oregon

THE ATTACHED CHECK IS IN PAYMENT OF ITEMS LISTED BELOW. PLEASE DETACH BEFORE DEPOSITING.

DATE	YOUR INV. NO.	OUR PURCH. ORDER NO.	DESCRIPTION	GROSS AMOUNT	CASH DISCOUNT	NET AMOUNT
10-24-83		500-ER	JEWEL JUNCTION - TRUCK RENTAL			346.24
			JULY 18 THRU JULY 23, 1983 -			
			48-3/4 HRS. @ 32.00 PER	1,560.00		
			AUGUST 1 THRU AUG. 4, 1983 -			
			29 HRS. @ 32.00 PER	928.00		
			LESS GROSS PAYROLL & ADD'L P.R.	-1,770.05		
			TAXES FOR PAUL MC LEAN AS REQUIRED	- 371.71		
			ON CERTIFIED PAYROLL			
			LEAVES TOTAL BALANCE DUE YOU IN FULL	346.24		

PAY PERIOD ENDED ....

EMPLOYEE:

REGULAR EARNINGS	OVERTIME EARNINGS	TOTAL EARNINGS	DEDUCTIONS						TOTAL DEDUCTIONS	AMOUNT PAID
			SOC. SEC.	FED. W.H.	STATE W.H.	IND. INS.				

North Pacific Construction Corp. D V-4-3 Portland, Oregon 97216

RECEIVED
NOV 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert Gormsen
Manager

DATE: November 29, 1983

FROM:
FOR: Chet Anderson, Project Manager

SUBJECT: Claim on Project - Polar Transport Services
Jewell Jct-MP 23.8 Project
Fishawk Falls & Sunset Highways
Clatsop County
Contract 9580

Enclosed is additional correspondence concerning the pay dispute between Polar Transport Services and North Pacific Construction, subcontractor, of the subject project. It looks like Gary Hantze's claim against the contract is $2,138.91. If you need more information feel free to call me.

cc: file

encl.

RECEIVED
[illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

INTEROFFICE MEMO

TO: Pat Patterson
Construction Office Manager

DATE: November 4, 1983

FROM:
FOR: Chet Anderson
Project Manager

SUBJECT: Notice of Claim on Project for Unpaid Services
Jewell Jct-MP 23.8 Project
Fishawk Falls & Sunset Highways
Clatsop County
Contract 9580

For your files is a letter from Polar Transport indicating what could be considered a claim against the project's bond for unpaid trucking services on the subject project. Also enclosed is additional correspondence from this office. It appears that Paul McLean was a truck driver for Polar Transport because we did receive a supplemental payroll showing that North Pacific Construction paid the correct contract wages to Paul, therefore this claim is for the trucking services only.

cc: G. Wimer
file

encl.

RECEIVED
[illegible] 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV 7 1983
CONSTRUCTION SECTION
CE
CAE
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FE
CP

NORTH PACIFIC CONSTRUCTION CORP.
P.O. BOX 16740
PORTLAND, OR. 97216
(503) 774-7874

OCTOBER 21, 1983

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
P.O. BOX 805
MC MINNVILLE, OREGON 97128

ATTENTION: KIT LESHK

DEAR KIT -

I CHECKED INTO THIS MATTER OF POLAR TRANSPORT & THEIR DRIVER, PAUL MC LEAN AND FOUND THAT HE WAS NOT AN OWNER/OPERATOR AS I HAD ORIGINALLY BEEN LED TO BELIEVE. I THOUGHT WE HAD CAUGHT ALL THE TRUCKERS WHO HAD BEEN INADVERTENTLY LEFT OFF OF OUR CERTIFIED PAYROLLS WITH THAT PREVIOUS SERIES OF SUPPLEMENTS, BUT APPARENTLY THIS ONE SLIPPED BY. SORRY ABOUT THE ERROR; IT WAS NOT INTENTIONAL.

ENCLOSED ARE SUPPLEMENTAL CERTIFIEDS TO COVER THE TIME THAT HE WORKED AT THE JEWEL JUNCTION JOB. HE HAD ONE WEEK IN JULY AS YOU MENTIONED, AND ANOTHER ONE THE FIRST WEEK IN AUGUST I DISCOVERED. CHECKS HAVE BEEN ISSUED AND MAILED OUT TO HIM FOR THESE AMOUNTS.

SURELY HOPE WE DON'T FIND ANY MORE OF THESE. THANK YOU FOR YOUR PATIENCE AND COOPERATION.....

VERY TRULY YOURS,

Susan M. Brown
SUSAN M. BROWN
OFFICE MANAGER
NORTH PACIFIC CONSTRUCTION CORP.

RECEIVED
NOV -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROAD CONSTRUCTION
GRADING — EXCAVATION — UTILITIES

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

PO Box 1104
Astoria, OR 97103

In Reply Refer to
File No.

October 7, 1983

Subject: Notice of Non reimbersment for hauling job from Subcontractor
Jewell Jct-MP 23.8 Project
Sunset HIghway
Clatsop County
Contract 9580

To: Gary Hantze, President
Po ar Transport Services, Inc.
1521 E. 5th
McMinnville, Or 97128

Dear Gary,

Have received your letter where you indicate you have not been paid for hauling done from 7/18 thru 7/23/83 for North Pacific Construction Corp. on OSHD Contract 9580. So we may check our payroll records would you please indicate below the name and social security number of the person or persons who drove the truck for you during this period and return this letter to my office. A copy of this letter is enclosed for your record.

TRUCK DRIVERS NAME	SOCIAL SECURITY NO.
Paul McLean	540-44-7306

Sincerely,

Chet Andersn C.S. Anderson
Project Manager

RECEIVED
NOV - 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CA/kal

cc: file

11/3/83 Per phone call to Gary Hantze, Gary indicated Paul McLean is not owner of truck or part owner of truck driven for Polar Transport
Chet Andersn —

[illegible] with [illegible]

Oregon State Highway Dept.
P.O. Box 1104
Astoria, Oregon 97103

September 20, 1983

RE: JOB # 9580

Attn: Mr. Chet Anderson

Dear Mr. Anderson:

This is to advise you that North Pacific Construction Corp. has failed to reimburse Polar Transport Services, Inc. for hauling done on JOB # 9580. North Pacific was billed for this work on August 1, 1983. I have called North Pacific several times in regard to non-payment but Mr. Arenz has failed to return my calls.

The Bond is held by Wausau Insurance Co. of Portland, Oregon and the bond # is 2350-05-043093, in the amount of $88,453.65.

Enclosed please find a copy of billing.

Sincerely,

POLAR TRANSPORT SERVICES, INC.

Gary Hantze
Gary Hantze, President

cc: North Pacific
cc: Wausau
cc: Comco

RECEIVED
[illegible] -7 [illegible]
[illegible] SERVICES
[illegible] TRANSPORTATION

Bill Arenz

POLAR TRANSPORT SERVICE, INC.
PTS
1521 E. 5th • McMinnville, Oregon 97128
Phone 472-6586
Gary Hantze
Pres

North Pacific Construction Corp.
P.O. Box 16740
Portland, Oregon 97216

July 18	8 hrs 40 min	x	$32.00	...	#277.20
July 20	8 hrs	x	32.00	...	256.00
July 21	17 hrs 15 min	x	32.00	...	552.00
July 22	8 hrs 15 min	x	32.00	...	264.00
July 23	6 hrs 30 min	x	32.00	...	208.00
TOTAL	48 hrs 40 min	x	$32.00	...	$1557.12
					928.00
					2685.12

Job#9580

Please pay from this invoice.

Paul Mc 53 3/4 hrs x 8.00 = 430

5 hrs

Original–White Copy. Yellow–Job Copy. Pink–Driver Copy. Goldenrod–Extra Copy

RECEIVED
NOV -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-276

✓bc: Secretary of State:
Please acknowledge
receipt of the attached
claim on the enclosed copy
of this letter.

FILED
[illegible] 1983
NORMA PAULUS

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 9, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9580

Howard E. Johnson & Son's Construction
Hamlet Rt., Box 271
Seaside, OR 97138

Attention: Larry Johnson

Gentlemen::

This will acknowledge your letter and invoice dated November 29, 1983, sent to the Astoria Highway Division office, filing a claim against the following contract:

FILED BY:	Howard E. Johnson & Son's Construction
AMOUNT:	$3,697.21
FOR:	Rock hauling
AGAINST (Prime contractor)	Comco Construction, Oregon Ltd., dba Salem Road and Driveway Co.
SUBCONTRACTOR:	North Pacific Construction Corp.
CONTRACT NO.:	9580
PROJECT:	Jewell Jct.-M.P. 23.8 Section, Fishhawk Falls and Sunset Highways, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

12-16-83 Kgm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible] 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Comco Construction, Ore., Ltd.
dba Salem Road & Driveway Co.
PO Box 603
Salem, OR 97308

731-0188

Howard E. Johnson & Son's Construction
CRUSHED ROCK & SCOOP WORK
Hamlet Rt., Box 271
Telephone 738-7328
SEASIDE, OREGON 97138

O.S.H.D.
350 West Marine Drive
Astoria, Oregon 97103

Dear Eldon Everton,

This letter is to inform the Oregon State Highway Dept and J.C. Compton that the rock we hauled to North Pacific Construction Corporation has not been paid for. Please find enclosed a copy of the bill. We would appreciate any help that you can give us to see that this bill is paid in full.

Sincerely,

Larry Johnson

Larry Johnson

RECEIVED
DEC 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PHONES: OFFICE 738-7329
SHOP 738-5272
RON 738-7676
LARRY 738-7618
BRUCE 738-8643

STATEMENT

HOWARD E. JOHNSON & SONS
Construction Co., Inc.
Hamlet Rt., Box 271
SEASIDE, OREGON 97138

SCOOP, HOE AND TRACTOR WORK
TOPSOIL, CLAY, ROCK, FILLS

DATE 11/29/83

North Pacific Coast Corp
P.O Box 16740
Portland, Ore 97216

TERMS: NET 10TH OF MONTH.
OVERDUE ACCOUNTS SUBJECT TO A FINANCE CHARGE OF 1½% PER MONTH, WHICH IS 18% PER ANNUM.

PLEASE RETURN TOP PORTION WITH YOUR REMITTANCE

DESCRIPTION				AMOUNT
O.T + weekend	7/30/83	267 yds Drain	10^{00}	2670.00
✓	7/31/83	67 yds ✓	✓	670.00
Weekday	8/5	22 yds ✓	9^{00}	198.00
	9/28	Interest		53.07
	10/28	Interest		53.07
	11/21	Interest		53.07
				3697.21

RECEIVED
DEC 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
PO Box 1104
Astoria, OR 97103
December 2, 1983

In Reply Refer to
File No.:

Alan Hay
Comco Construction Oregon Ltd.
PO Box 805
McMinnville, OR 97128

Subject: Request for Payment for Materials Supplied to Project
Jewell Jct-MP 23.8 Project
Sunset and Fishawk Falls Highways
Clatsop County
Contract 9580

Dear Alan,

Enclosed is a billing for materials which were apparently supplied by H. Johnson to North Pacific Construction on the Jewell Jct-MP 23.8 Project, contract 9580. Apparently North Pacific Construction has not yet paid H. Johnson for the subject material. This billing is being sent to your office so the apparent non payment can be appropiately resolved.

Sincerely,

C Anderson

Chet Anderson
Project Manager

cc: L. Johnson
G. Wimer
H. Patterson
file

CE RECEIVED OM
CAE CA
ROE DEC 5 1983 LE
OCS TC
SCS CONSTRUCTION SECTION FE
FEO CP

RECEIVED
DEC 5 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
PO Box 1104
Astoria, OR 97103
October 18, 1983

In Reply Refer to
File No.

Alan Hay
Comco Construction Oregon Ltd.
PO Box 805
McMinnville, OR 97128

Subject: Payroll Discrepancy - North Pacific Construction
Jewell Jct-MP 23.8 Project
Fishawk Falls & Sunset Highways
Clatsop County
Contract 9580

Dear Alan,

Our office has received an indication that Paul McLean, a truck driver who work on the subject project from 7/18 thru 7/23/83 for North Pacific Construction is not an Owner/Operator truck driver for Polar Transport as shown of North Pacific Construction's Certified Payrolls. Please investigate and if it is found that Paul is not an owner/operator please have North Pacific Construction submit a supplemental payroll showing the corrected wage rate has been paid.

Sincerely,

Kit Lesnk
Officeman

cc: file

RECEIVED
[illegible] -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DATE: December 8, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Jewell Jct.-M.P. 23.8 Section
Sunset Highway, Clatsop County
Contract No. 9580

This federal aid grading and paving project is essentially completed and it now appears that the final cost will exceed the project authorization by $100,400 or nine percent. The authorization has been increased twice in the past. The first increase was the meeting on June 21, 1983, the increase being based on a revision of alignment in the easterly unit which provided additional width for the traveling public. The second increase was at the meeting on August 16, 1983 the increase being based on additional work required to stabilize the cut slope on the northerly side of the highway.

The most recent request for increase in the authorization failed to include approximately $32,000 for special excavation in the terminal transition on the easterly end of the project in a high cut area. In the process of negotiating a price agreement for construction of the revised alignment, the contractor was assured of adequate room for operation of his equipment. After the slopes were staked, quantities were found to exceed preliminary estimates. Flagging performed in connection with this and other work on the project exceeded expectations by nearly $15,000.

Since the last request a small slide has developed on the job which will have to be corrected and is expected to add approximately $30,000 to the cost of the project.

Additional construction engineering costs are also being incurred due to the increased work listed.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $100,400 to a new total of $1,211,283.29. This matter will be on the consent calendar for the December 20 meeting.

HHP:mk st

bc Fred D. Miller V. E. Skoog
R. W. Gormsen C. O. Fredrickson
C. T. Keasey George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 5, 1983

Duane O. Christensen

FROM: for O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Jewell Jct.-M.P. 23.8 Section
Sunset Highway, Clatsop County
Contract No. 9580

Jackmond
12-9
cy Schwartz!
The engineering overruns look very high in comparison to project overrun. — What can we do to keep lower next time?

This federal aid grading and paving project is essentially completed and it now appears that the final cost will exceed the project authorization by $100,400.00 or 9.0 percent. The authorization has been increased twice in the past. The first increase was the meeting on June 21, 1983, the increase being based on a revision of alignment in the easterly unit which provided additional width for the traveling public. The second increase was at the meeting on August 16, 1983, the increase being based on additional work required to stabilize the cut slope on the northerly side of the highway.

The most recent request for increase in the authorization failed to include approximately $32,000 for special excavation in the terminal transition on the easterly end of the project in a high cut area. In the process of negotiating a price agreement for construction of the revised alignment, the contractor was assured of adequate room for operation of his equipment. After the slopes were staked, quantities were found to exceed preliminary estimates. Flagging performed in connection with this and other work on the project exceeded expectations by nearly $15,000.

Since the last request a small slide has developed on the job which will have to be corrected and is expected to add approximately $30,000 to the cost of the project.

Additional construction engineering costs are also being incurred due to the increased work listed.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $100,400.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
R. D. Church
Chet Anderson
D. E. Swan

OK

RECEIVED
STATE HWY ENGR
DEC 7 '83
REFER TO
FOR
Info

5 1 187

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert Gormsen
Manager

DATE: November 30, 1983

FROM:
FOR: Chet Anderson, Project Manager

SUBJECT: Claim on Project - Polar Transport Services (Wausau Insurance)
Jewell Jct-MP 23.8 Project
Fishawk Falls & Sunset Highways
Clatsop County
Contract 9580

Received the attached letter from Wausau Insurance on 11/30/83. Please respond and include with correspondence concerning above claim.

cc: file

encl.

12-8-83
sent to Constrn
for reply.
Wausau Ins is
not surety on
#9558 so
maybe is surety
to sub.

RECEIVED
DEC 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Wausau Insurance Companies

9400 Southwest Beaverton Highway, Suite 300 • Beaverton, Oregon 97005 • (503) 297-4911

Oregon State Hwy Dept
PO Box 1104
Astoria Or 97103

attn Chet Anderson

Please refer to the paragraph checked below:

☐ We are unable to locate insurance coverage for the individual or firm against whom you are making claim. We assume, therefore, that your report was directed to us by mistake. However, in the event you find another name to identify our policyholder or you have other identifying information, we would appreciate notice to that effect.

☐ To enable us to locate our claim file, we must have further information concerning the attached correspondence. If you will return this letter and its enclosure with the information checked below, we shall be glad to give this matter prompt attention.

- ☒ File number
- ☒ Name of employer or policyholder
  or
- ☒ Policy number
- ☐ Name of claimant
- ☐ Address of claimant
- ☒ Accident or illness date
- ☐

Mitzi McD
Claim Correspondent

RECEIVED
DEC 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EMPLOYERS INSURANCE OF WAUSAU A Mutual Company • EMPLOYERS LIFE INSURANCE COMPANY OF WAUSAU [illegible]
WORLDWIDE UNDERWRITERS INSURANCE COMPANY • WAUSAU UNDERWRITERS LIFE INSURANCE COMPANY • [illegible]
WAUSAU LIFE INSURANCE COMPANY • WAUSAU COUNTY MUTUAL INSURANCE COMPANY • MANAGEMENT SYSTEMS OF WAUSAU INC
COUNTRYWIDE SERVICES CORPORATION • WAUSAU INTERNATIONAL UNDERWRITERS • AMERICAN MARINE UNDERWRITERS

Oregon state Highway Dept.
P.O. Box 1104
Astoria Oregon,97103

November 20, 1983

Attn: Mr. Chet Anderson

RE: JOB #9580

Mr. Anderson:

In my previous letter I failed to state the dollar value of my claim. At the time the amount was $2,485.15 since that time North Pacific Construction Co. has sent a check to Polar Transport for that amount, but out of that check they withheld driver wages and all the taxes. This left a net of $346.24 Copies of the check are enclosed.

When I was hired for this job I wasnot told it was a Bacon-Davis job, therefore the amount of the claim now stands at $2138.91 I will not cash the check I have recieved until I recieve the remaining balance.

Thank you

POLAR TRANSPORT SERVICES INC.

Gary Hantze

Gary Hantze, President

cc:North Pacific Const.
cc:Wausau
cc:Comco

RECEIVED
DEC 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NORTH PACIFIC CONSTRUCTION CORP.
P. O. Box 16740 (503) 774-7874
PORTLAND, OREGON 97216

№ 1788

$\frac{24\text{-}22}{1230}$ 17

OCTOBER 24, 1983

PAY TO THE ORDER OF POLAR TRANSPORT SERVICE, INC. $ 346.24

NORTH PACIFIC CONST. CORP. 346 DOLS 24 CTS DOLLARS

MCMINNVILLE BRANCH, MCMINNVILLE 97128
UNITED STATES NATIONAL BANK OF OREGON

⑈001788⑈ ⑆123000220⑆ 017 0009 567⑈

CHECK PRINTING COMPANY - PORTLAND, OREGON

THE ATTACHED CHECK IS IN PAYMENT OF ITEMS LISTED BELOW. PLEASE DETACH BEFORE DEPOSITING.

DATE	YOUR INV. NO.	OUR PURCH. ORDER NO.	DESCRIPTION	GROSS AMOUNT	CASH DISCOUNT	NET AMOUNT
10-24-83		500-ER	JEWEL JUNCTION - TRUCK RENTAL			
			JULY 18 THRU JULY 23, 1983 -			346.24
			48-3/4 HRS. @ 32.00 PER	1,560.00		
			AUGUST 1 THRU AUG. 4, 1983 -			
			29 HRS. @ 32.00 PER	928.00		
			LESS GROSS PAYROLL & ADD'L P.R.	-1,770.05		
			TAXES FOR PAUL MC LEAN AS REQUIRED	- 371.71		

ON CERTIFIED PAYROLL
LEAVES TOTAL BALANCE DUE YOU IN FULL 346.24

EMPLOYEE: PAY PERIOD ENDED

REGULAR EARNINGS	OVERTIME EARNINGS	TOTAL EARNINGS	DEDUCTIONS						TOTAL DEDUCTIONS	AMOUNT PAID
			SOC. SEC.	FED. W.H.	STATE W.H.	IND. INS.				

NORTH PACIFIC CONSTRUCTION CORP. D V-4 -3 PORTLAND, OREGON 97216

RECEIVED
DEC 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P & G Simensen Trucking
2514 North Willamette Blvd.
Portland, Oregon 97217

November 3, 1983

General Contractor
Comco Construction
P.O. Box 768
McMinville, Oregon 97128

SUBJECT: Intent to File Claims

The purpose of this letter is to notify you that P & G Simensen Trucking intends to file a claim with your bonding agency, United Pacific Reliance Insurance Co., for unpaid amounts owed to P & G Simensen Trucking from the Sweethome Job F.H.P. 23-1 (2) in the amount of $1,035.00 9485?

Also be notified that P & G Simensen Trucking intends to file a claim with Oregon State Department of Transportation for unpaid amounts owed to P & G Simensen Trucking for the Jewel Junction Job M.P. 23.8 contract #9580 in the amount of $4,146.00 9580

Unless the amounts owed are paid in full by November 14, 1983 with a cashiers or certified check , P & G Simensen Trucking will commence filing the above claims on or after November 16, 1983.

In order to avoid inconvenience to all concerned, please make any action unnecessary by promptly paying the amounts mentioned above.

Yours truly,

Pat Simensen

Pat Simensen
P & G Simensen Trucking

cc:

Attn: Robert Gormsen
Commissions Services
Or. St. Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

Attn: Bill McAuliffe
United Pacific Reliance Ins. Co.
825 N.E. Multnomah
Portland, Oregon 97

Attn: Bill Arnez
North Pacific Contruction Corp.
P.O. Box 16740
Portland, Oregon 97216

Attn: Author Eby
Wausau Insurance
9400 S.W. Beaverton Hwy - Suite 300
Beaverton, Oregon 97005

Attn: Ned Steward
Federal Highway Administration
610 East 5th Street
Vancouver, Wasington 98661

RECEIVED
NOV -7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

12-8-83
no resp. nec.
as of this
date have
not rec'd claims
as indicated above

October 25, 1983

CON 5
#9580

Trail Equipment Company
5440 NE Columbia Blvd.
PO Box 20127
Portland, OR 97220

Attention: Larry McDaniel
Controller

Gentlemen or Ladies:

Thank you for your letter of October 21 informing us that you have been paid in full for your equipment rental and freight.

This appears to be in reference to a claim in the amount of $3,736.88 against Comco Construction, Oregon, Ltd., dba Salem Road and Driveway Co. on Contract No. 9580 for work on Jewell Junction-M.P. 23.8 Section of the Fishhawk Falls and Sunset Highways in Clatsop County.

This information is being noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON C[illegible]
Oct. 25. 1983
kjm

cc: United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

Comco Construction, Oregon, Ltd.,
dba Salem Road & Driveway Co.
PO Box 603
Salem, OR 97308

FKN:kjm

TRAIL Equipment Company

5440 N. E. Columbia Boulevard
Portland, Oregon 97220

P.O. Box 20127
(503) 288-8311

4227 West Fifth
Eugene, Oregon 97440

P.O. Box 10246
(503) 484-2151

October 21, 1983

Mr. Robert Gormsen
121 Transportation Building
Salem, Oregon 97310

Ref: Contract No. 9580: Jewell Junction
Prime Contractor– Comco Construction
dba Salem Road & Driveway Co.
Subcontractor – W. H. Arenz, dba
North Pacific Construction, Inc.

Dear Mr. Gormsen:

This letter is to advise you that Trail Equipment has been paid in full for our equipment rental and freight on the above referenced job. Please release our lien on this job and advise all of the parties involved.

I wish to express my appreciation to you and your office for your counsel and assistance in bringing this matter to a successful conclusion.

Very truly yours,

TRAIL EQUIPMENT COMPANY

Larry McDaniel
Controller

LM:fm

cc: R. M. Laursen
United Pacific Insurance Co.
Bond Claim Dept.
33405 8th Ave. So. C-3000
Federal Way, WA 98003

RECEIVED
OCT 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-HES-27-1(8) &
RS-132(2)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10100 &
20057

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/13/83	Primary 27 & Secondary 132	Primary 47 Secondary 103

10. GENERAL LOCATION:

Jewell Junction - M.P. 23.8

11. GENERAL DESCRIPTION OF WORK

Removal of trees by Utility Company

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XX☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 10/11/83 this will confirm the advance approval date of 7/13/83, contingent upon modification of Project Agreement if additional funds are required, to proceed with protection of West Oregon Electric Cooperative aerial power line caused by enlarged work area because of slide. Work involved removal of trees which threatened power lines. Reimbursement on an actual cost basis under the provisions of PPM 30-4 paragraph 9c(1 is approved at a TEC of $1,489 Federal Funds $1,340.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
10/20

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/17/83	G. K. Hassner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

October 11, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Aerial Power Line Protection
West Oregon Electric Cooperative
Jewell Jct. M.P. 23.8 Section
Sunset Highway
Clatsop County
Project No. F-HES-27-1(8)

RECEIVED
TECHNICAL SERVICES
OCT 12 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Here is a copy of an Invoice for the cost to protect aerial power lines dated September 22, 1983.

A copy of the relocation letter to the Cooperative dated April 25, 1983 was previously supplied to your office. The aerial power lines originally in conflict, located on public road right of way, were relocated at no cost to the State. The aerial power lines were relocated to position approved by the State.

The slope work area, between Station 753+00 and Station 759+00, was enlarged after the Cooperative had completed their relocation work. The enlarged work area required the removal of trees. The tree removal constituted a threat to the Cooperative's relocated power lines. The Cooperative, at the State's approval, elected to remove the trees that endangered their power lines. It is the State's opinion that the Cooperative acted in good faith in the relocation of their power lines and that the cost of falling dangerous trees and protection of their power lines should be reimbursable. The Cooperative's prompt response to the removal of a safety hazard was done in the best interest of the project and the people.

The safety hazard of the dangerous trees was not originally anticipated, therefore, the Cooperative was advised verbally of the conflict as soon as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the billing submitted herewith and our letter authorizing payment for the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Cooperative's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 13, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,489.

JMC/GAP/llr
Enclosure
cc: ✓E. S. Hunter
D. E. Swan
Jack M. Cartwright
Jerry Miller

Hansen & Rowland

Insurance Brokers and Consultants

September 30, 1983

State of Oregon
Department of Transportation
121 Transportation Building
Salem, OR 97310

RE: Contractor: SALEM ROAD & DRIVEWAY CO.
Project: OSHD Contract 9580, Clatsop County,
Fishhawk Falls & Sunset, Jewell Jct.
M. P. 23.8
Bond No. U34 46 86

Gentlemen:

In respect to our interest as Surety on the above project, you are hereby authorized to release to the contractor all or part of such retainage which you are holding and is due them on Contract No. 9580 more specifically described above.

Thank you.

Sincerely yours,

UNITED PACIFIC INSURANCE COMPANY

Tomi Lou Smith
Attorney-in-Fact

CC: Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

RECEIVED
OCT - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Peterson

"Insurance with Emphasis!"

WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / (206) 627-1161
Offices in: Seattle, Bellevue, Tacoma, Wenatchee, Portland, and Anchorage

A division of LaBow, Haynes Company, Inc.

CL 83-194

5

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

bc: Secretary of State -
Please acknowledge receipt
of the attached claim on
the enclosed copy of this
letter.

FILED
SEP 27 1983
NORMA PAULUS
SECRETARY OF STATE

September 19, 1983

IN REPLY REFER TO
FILE NO.:
COM 5
#9580

Ron Hoggan Trucking
7845 SW Frobase Road
Tualatin, OR 97062

Gentlemen or Ladies:

This will acknowledge your letter of August 6, 1983, addressed to Comco, Wausau Insurance Company, and the Highway Division in Astoria concerning the following Highway Division contract:

FILED BY:	Ron Hoggan Trucking
AMOUNT:	$9,776
FOR:	Trucking services
AGAINST (Prime Contractor)	Comco Construction, Oregon Ltd., dba Salem Road & Driveway Co.
SUBCONTRACTOR:	North Pacific Construction Corp.
CONTRACT NO.	9580
PROJECT:	Jewell Jct.-M.P. 23.8 Section, Fishhawk Falls and Sunset Highways, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

9-28-83 kjm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

RECEIVED
SEP 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT N. GORMSEN
COMMISSION SERVICES

cc: Comco Construction, Oregon Ltd.
dba Salem Road & Driveway Co
PO Box 603
Salem, OR 97308

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

August 6, 1983

7845 SW Frobase Road
Tualatin, OR 97062
638-6620

Comco
dba Salem Road & Driveway
1305 Lafayeete Ave.
Mc Minneville, Oregon 97128

Wausau Insurance Company
9400 SW Bvtn-Hillsdale Hwy.
Beaverton, Oregon

Oregon State Hwy Dept
c/o Chet Anderson
P.O. Box 1104
Astoria, Oregon 97103

Oregon State Hwy. Dept Job # 9580

Notice is hereby given to all concerned and interested parties that the undersigned, Ron Hoggan and Connie Hoggan, doing buisness as Ron Hoggan Trucking have a claim for Trucking services performed to North Pacific Contruction Corp. in the sum of $9776.00 dollars against the Bond taken from Wausau Insurance Co. #2350-05-043093 in the amount of $33,453.65. Work was performed at Jewel Junction, Hwy 26, for the period of July 12,1983 to August 4, 1983.

At this time we would also like to bring to your attention North Pacific's failure to comply with Federal and State payroll standards for the job, requiring certified payroll be paid for all employees.

Ron Hoggan

Ron Hoggan of Ron Hoggan Trucking

cc: Jeffrey Kleinman
Opton & Galton Attorneys at Law

RECEIVED
[illegible] 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9580

STATE OF OREGON

INTEROFFICE MEMO

TO: Pat Patterson
Construction Office Manager

DATE: September 14, 1983

FROM: Chet Anderson
Project Manager
C Anderson

SUBJECT: Notice of Claim on Project for Unpaid Services
Jewell Jct-MP 23.8 Project
Fishawk Falls & Sunset Highways
Clatsop County
Contract 9580

For your files attached is a letter from a Ron Hoggan Trucking firm indicating a clain on the project's bond for unpaid services provided to North Pacific Construction Corp, a subcontractor on the Jewell Jct-MP 23.8 project, contract 9580.

cc: G. Wimer, Region 2
file

cc: Commission Services
9-15-83

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
SEP 15 1983
CONSTRUCTION
SECTION

25-1387

7520. 47

ROAD DESIGN DES 16

Chet Anderson
Project Manager

August 29, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Jewell Jct.-M.P. 23.8
Sunset Highway
Clatsop County
Contract No. 9580

Attached find three prints of approved shop drawings for the Type "U" sign on the above-named project.

One print should be retained by you for field inspection purposes, one print forwarded to Don Wackerbarth's office for shop inspection of the sign and one print sent to Traffic Safety Supply Company for sign fabrication.

WGB:ge

Attachments

cc C. T. Keasey
C. O. Fredrickson
W. G. Beard

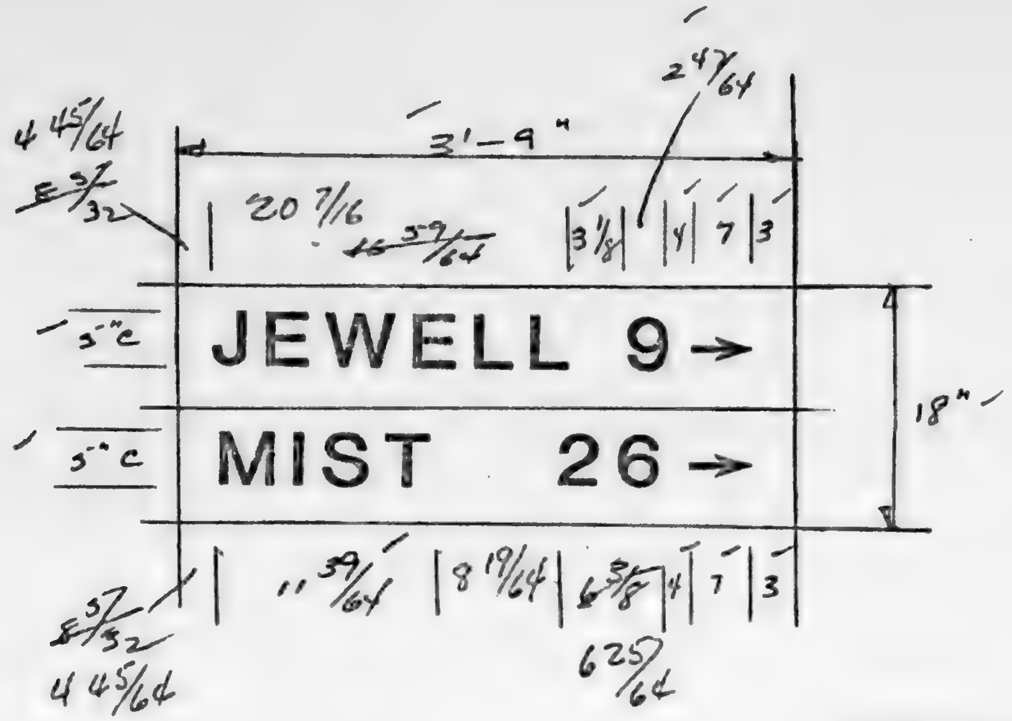
RECEIVED
AUG 30 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trost
Webster

Do Not File ☐
Return To
Bring Up / /
Action

TRAFFIC SAFETY SUPPLY Co.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

DATE 8/17/83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4 45/64
~~8 3/32~~
20 7/16
~~16 59/64~~
2 47/64
3 1/8
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5" C
JEWELL 9 →
5" C
MIST 26 →
18"
~~8 3/32~~
4 45/64
11 59/64
8 19/64
~~6 3/8~~
6 25/64
4
7
3

WGB

JOB NAME Jewell Jct.

CONTRACT NO. 9380

SIGN NO. 1

SIZE 3'-9" × 18"

TYPE "U"

LEGEND Sc cut/Out Direct applied

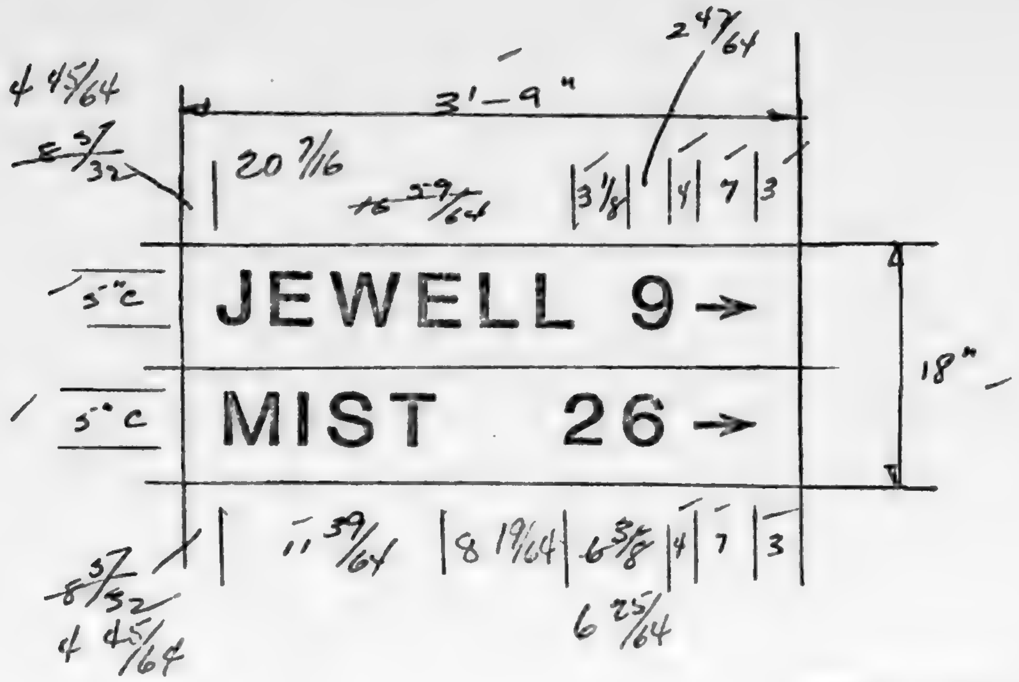
SPACING Oregon

BORDER 3/8

CORNERS 1 1/2

TRAFFIC SAFETY SUPPLY C
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

DATE 8/17/83


3'-9"
4 45/64
~~8 3/32~~
20 7/16
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2 47/64
3 1/8
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5"C
JEWELL 9 →
5"C
MIST 26 →
18"
8 3/32
4 45/64
11 59/64
8 19/64
~~6 3/8~~
6 25/64
4
7
3

WGB

JOB NAME Jewell Jct.

CONTRACT NO. 9580

SIGN NO. 1

SIZE 3'-9" x 18"

TYPE "U"

LEGEND Sc cut/Out Direct applied

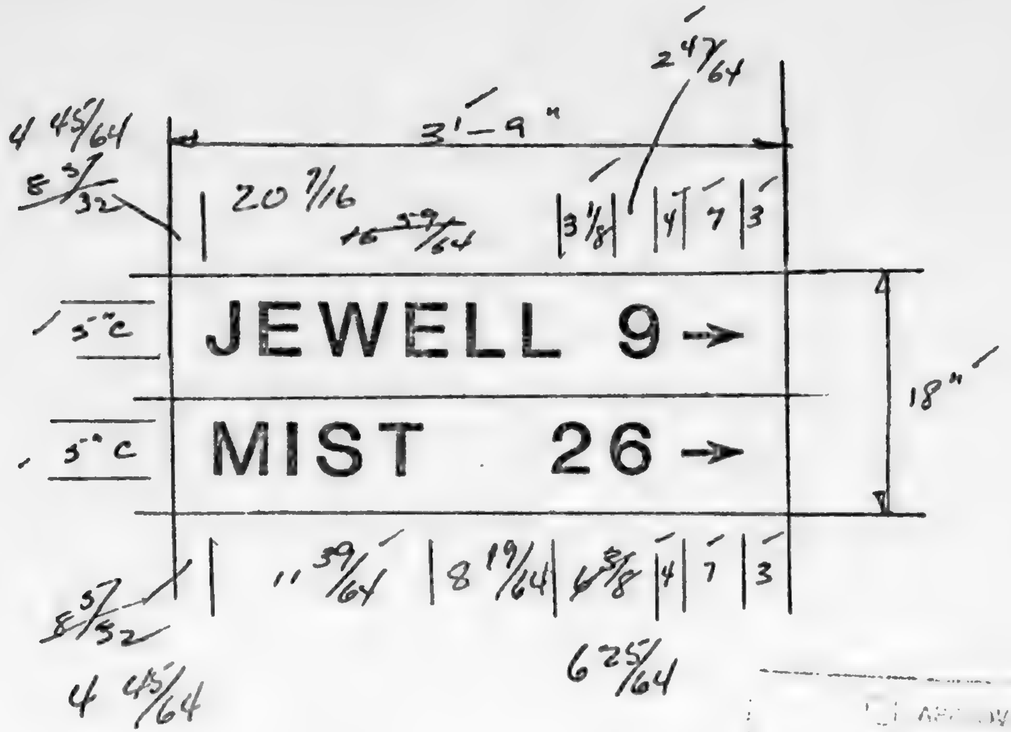
SPACING Oregon

BORDER 3/8

CORNERS 1 1/2

TRAFFIC SAFETY SUPPLY CO.
2324 SE UMATILLA ST.
PORTLAND, OREGON 97202
(503) 235-8531

DATE 8/17/83



3'-9"
2 47/64
4 45/64
8 5/32
20 7/16
~~16~~ 59/64
3 1/8
4
7
3
5" C
JEWELL 9 →
5" C
MIST 26 →
18"
11 59/64
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6 25/64

☐ APPROVED [illegible]
☑ APPROVED [illegible]
RETURNED FOR CORRECTION
AUG 2 [illegible] 83
WCB

JOB NAME Jewell Jct.

CONTRACT NO. 9580

SIGN NO. 1

SIZE 3'-9" x 18"

TYPE "U"

LEGEND Sc cut/Out Direct applied

SPACING Oregon

BORDER 3/8

CORNERS 1 1/2

CL 83-156

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 12 1983
NORMA PAULUS
SECRETARY OF STATE

August 11, 1983

IN REPLY REFER TO
FILE NO.

CON 5
#9580

Trail Equipment Company
P.O. Box 20127
Portland, OR 97220

Attention: Larry McDaniel
Controller

Gentlemen:

This will acknowledge your letter of July 25, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Trail Equipment Company
AMOUNT:	$3,736.88
FOR:	Rental and freight
AGAINST (Prime contractor)	Comco Construction, Oregon Ltd., dba Salem Road & Driveway Co.
SUBCONTRACTOR:	W. H. Arenz, dba North Pacific Construction, Inc.
CONTRACT NO.:	9580
PROJECT:	Jewell Jct.-M.P. 23.8 Section, Fishhawk Falls & Sunset Highways, Clatsop County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland, Inc. of Oregon

8-22-83
Bn

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Comco Construction, Oregon Ltd.,
dba Salem Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

United Pacific Ins. Co.
Bond Department
33405 - 8th Ave. S. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

TRAIL Equipment Company

5440 N. E. Columbia Boulevard
Portland, Oregon 97220
P.O. Box 20127
(503) 288-8311

4227 West Fifth
Eugene, Oregon 97440
P.O. Box 10246
(503) 484-2151

July 25, 1983

Mr. Robert Gormsen
121 Transportation Building
Salem, Oregon 97310

Dear Mr. Gormsen:

Ref: Job No. 9580, Jewell Junction
J.C. Compton, Prime Contractor
William Arenz, Sub Contractor

This letter is to advise you of an unpaid rental invoice for Trail Equipment Company's Komatsu Bulldozer, Model D-155, Serial Number 16780, which was rented to W. H. Arenz, dba North Pacific Construction, Inc. and used on the above referenced job. The unpaid rentals and freight are $3,736.88 and covers the time period May 11 through May 20, 1983.

Trail Equipment has made repeated attempts to obtain payment from Arenz, but we have been unable to even get a return telephone call. Therefore, I request your assistance through the "Notice of Contractors" procedure in obtaining payment from Arenz, Compton, or either of their bonding companies.

I appreciate your advice and assistance.

Very truly yours,

TRAIL EQUIPMENT COMPANY

Larry McDaniel

Larry McDaniel
Controller

LM:fm

RECEIVED
JUL 26 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: August 4, 1983

TO: Oregon Transportation Commission

AGENDA
10 1983

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Jewell Jct.-M.P. 23.8
Fishhawk Falls & Sunset Highways, Clatsop County
Contract No. 9580

This federal-aid grading and paving project is approximately 50 percent complete and it now appears that the final cost will exceed the adjusted project authorization by $208,000 or 23 percent. A previous increase in authorization was approved for this contract at the June 21, 1983 meeting. That increase was based on a revision of alignment in the easterly unit which provided additional width for the traveling public.

The present overrun is due to additional excavation, rock embankment and drainage work needed to stablilize the cut slope over some 750 feet in length at the east unit of the project. This additional construction work added more than $191,000 to the cost of the project, and also necessitated an additional $13,500 in flagging costs. The balance of the present overrun is due to construction engineering needed to cope with the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $208,000 to a new total of $1,110,883.29. This matter will be on the consent calendar for the August meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

1

STATE OF OREGON
Highway Construction

378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: August 3, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Jewell Jct.-M.P. 28.0
Fishhawk Falls & Sunset Highways, Clatsop County
Contract No. 9580

NOTED
H.S. COULTER

This federal aid grading and paving project is approximately fifty percent complete and it now appears that the final cost will exceed the project authorization by $208,000.00 or 23 percent. A previous increase in authorization was approved for this contract at the June 21, 1983 meeting. That increase was based on a revision of alignment in the easterly unit which provided additional width for the travelling public.

The present overrun is due to additional excavation, rock embankment and drainage work needed to stabilize the cut slope over some 750 feet in length at the east unit of the project. This additional construction work added more than $191,000 to the cost of the project, and also necessitated an additional $13,500 in flagging costs. The balance of the present overrun is due to construction engineering needed to cope with the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $208,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Chet Anderson
R. D. Church
D. E. Swan

81-125-1387

July 14, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus
Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Second Relocation Aerial Power Line
West Oregon Electric Cooperative, Inc.
Jewell Jct.-M.P. 23.8 Section
Sunset Highway
Clatsop County
Project No. F-HES-27-1(8)

RECEIVED
TECHNICAL SERVICE
AUG 1 '83
REFER TO
FOR
Info | Inves | R/D | J.R

Dear Mr. Kappus:

Confirmation of your verbal authorization for West Oregon Electric Cooperative to proceed with the ~~second~~ relocation based on safety hazzard WHK of their aerial power line facilities located northerly of the highway between Stations 753+00 and 759+00 which is in conflict with this project as of July 13, 1983 is requested. The second relocation required to accommodate additional unanticipated road work. An estimate of cost is being prepared by the Cooperative. The estimate is presently being reviewed by Highway Accounting Section and upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 13, 1983 is approved

William H. Kappus
William H. Kappus, Area Engineer

JMC/llr

cc: E. S. Hunter
D. E. Swan
C. O. Fredrickson
Jerry Miller
Pete Gonzalez

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

AGENDA CON
JUN 21 1983

DATE: June 13, 1983

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Jewell Jct.-M.P. 23.8 Section
Fishhawk Falls & Sunset Highways, Clatsop County
Contract No. 9580

This federal-aid grading and paving job was 16 percent complete at the end of April, and it now appears that the final cost will exceed the project authorization by $170,000 or 23.2 percent.

After the contract was awarded and before construction started, it was determined that a significant change was desirable in the easterly unit of the project. The centerline was relocated northerly into the cut area in order to provide additional width for the travelling public. The revision afforded the additional benefits of reducing the fill on a potential slide area and improving drainage. Construction of the improved design added nearly $160,000 to the cost of the project.

Considerable redesign work required in connection with the above-mentioned revision caused engineering expenses to increase, accounting for the balance of the expected overrun.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $170,000 to a new total of $902,883.29. This matter will be on the consent calendar for the June meeting.

OBJ:HHP:mk rb

bc: Fred Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

Form 734-3123

1579

ROW 3

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region 2 Engineer
Attention: Gerald Wimer

DATE: May 23, 1983

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

JBBoyd

SUBJECT: Right of Way Question
Jewell Junction Section
Sunset Highway

I have discussed the matter of right-of-way at Jewell Junction with Scott Coulter and E. S. Hunter. The instruction from Mr. Scott Coulter is to proceed and build that project without further actions from the Parks Department. Hopefully the overall policy matter will be solved sometime in the near future.

JBB:jr

cc: H. S. Coulter
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAY 23 '83
REFER TO
FOR

Info	Inves	R/D	[illegible]	Sign	Act	File

STATE OF OREGON

Highway Division - Region 2

INTEROFFICE MEMO

[illegible]-2[illegible]

TO: [illegible]

[illegible]

DATE [illegible] 4, [illegible]

FROM [illegible]

[illegible]

SUBJECT [illegible]

[illegible]

[illegible]

[illegible]

Hunter

Ed- I think Phil should conduct the requested research.

81-125-[illegible]

-1041

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO

378-2626

TO: W. E. Schwartz
ASSISTANT STATE HIGHWAY ENGINEER

DATE: May 4, 1983

FROM: Gerald W. Wimer Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Right of Way Question
Jewell Junction Section
Sunset Highway

Parks Lands Supervisor Ray Wilson made an informal request of our Region Right of Way office that we proceed to acquire right of way from the State Parks Department for the subject project, which is currently being constructed under contract.

I inquired of both Right of Way Engineer J. B. Boyd and Right of Way Descriptions Engineer Hank Wakerlig as to what maps show the limits of highway right of way as opposed to State Parks property. Both indicated that this delineation should be researched and made. However, it has not been, nor has it been authorized.

Of particular concern to this office and both Boyd and Wakerlig, is the fact that much of our Sunset, Wilson River, and Salmon River Highway rights of way are wide for scenic strips and that much of this width was deeded, in some cases for gratis, with the understanding that it was right of way.

Possibly you could authorize this research and definition in order that we might learn whether we are encroaching at the subject location and need additional right of way or whether this project is within right of way that we already own.

GW/rgb
cc: J. B. Boyd
Hank Wakerlig

RECEIVED
STATE HWY ENGR
MAY 4 '83
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Orig to
5/5

Ed- I think R/W should conduct the requested research.
WES

.125-1387

9580

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: May 16, 1983

FROM: for O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S. COULTER

SUBJECT: Request for Increase in Project Authorization
Jewell Jct.-M.P. 23.8 Section
Fishhawk Falls & Sunset Highways, Clatsop County
Contract No. 9580

This federal-aid grading and paving job was 16 percent complete at the end of April, and it now appears that the final cost will exceed the project authorization by $170,000 or 23.2 percent.

After the contract was awarded and before construction started, it was determined that a significant change was desirable in the easterly unit of the project. The centerline was relocated northerly into the cut area in order to provide additional width for stage construction across a deep fill. The additional width was required for better traffic flow and increased safety for the travelling public. The revision afforded the additional benefits of reducing the fill on a potential slide area and improving drainage. Construction of the improved design added nearly $160,000 to the cost of the project.

Considerable redesign work required in connection with the above-mentioned revision caused engineering expenses to increase, accounting for the balance of the expected overrun.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $170,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Chet Anderson
R. D. Church
D. E. Swan

RECEIVED
STATE HWY ENGR
JUN 6 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of General Services

GENERAL SERVICES BUILDING, SALEM, OREGON 97310 PHONE 503—378-2663

April 28, 1983

Stan Long
Deputy Attorney General
Room 100 Justice Building
Salem, Oregon 97310

NOTED
H. S. COULTER

Dear Stan;

I am concerned about the attached memorandum "to the file" from Jack Sollis, Department of Transportation legal counsel. My concern involves not only the substantive conclusions reached in the memo, but also the process by which this determination was made.

The memo concludes that cost over-runs on those Department of Transportation conctracts which reference the "Standard Specifications for Highway Construction" are exempted from PCRB review and approval. My Purchasing staff believes this conclusion circumvents legislative intent and undermines the credibility of the public contracting process. This conclusion also eliminates some of the safeguards built into the present system by delegating contracting authority to a project engineer rather than the legal contracting officer.

Although this department has no control over certain contracts let by the Department of Transportation, we have been delegated the responsibility of the Legislature to oversee public contracting involving state activities. I believe it inappropriate for these types of policy decisions to take place without the participation of this department.

√ Notwithstanding this concern, the issue addressed in the Sollis memo warrants a more deliberate and formal determination than an informal memo to the file. I suggest that our staffs meet to discuss these issues. In the meantime, I am directing the purchasing staff to continue to strictly interpret PCRB rules for all contracts let through the Purchasing Division. This will include Highway and Parks Division contracts until we formally determine an alternate course of action.

RECEIVED
STATE HWY ENGR
MAY 10 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Sincerely,

Darrell P Ralls

Darrell P. Ralls
Director

RECEIVED
DOT DIRECTOR
MAY 5 '83
REFER TO Coulter
FOR
Info Inves R/D D/R Sign Act File

Christen Rulein

DR:jp
Enclosure

cc: Fred Miller

Reactions? If the A.G. Norm Kobin & Jack Sollis agreed to an interpretation - it is probably correct - HSC

TO: MEMO TO THE FILES

DATE: April 11, 1983

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Extra Work Contract No. 9580

This will confirm a meeting between Mr. Frohnmayer, Mr. Norman Kobin and myself concerning the interpretation of OAR 127-10-150(1). The language of the subsection reads as follows:

> "The original contract was let by competitive bidding and imposes a binding obligation on the parties covering the terms and conditions of the additional work resulting in cost increase;".

This is an exception to the requirement that extra work or change orders in excess of 10 percent be approved by the Public Contract Review Board.

The Standard Specifications for Highway Construction provide in Section 104.02 as follows:

> "It is mutually understood and agreed that it is inherent in the nature of highway construction that changes and alterations in the plans, or quantities, or details of construction may be necessary or desirable during the course of construction; also, that the character of the work is subject to changes and alterations as a consequence of various causes.
>
> The right is reserved to the State, without impairing the contract, to require additional work, to increase or decrease quantities, to omit, cancel or eliminate contract items, to vary cross sections, to vary thicknesses of layers or course of materials, to alter details of construction, to vary the length of the project, to change grades and alignments, and to make any other changes or alterations; all as the engineer may determine to be necessary or desirable to complete satisfactorily the proposed construction. The contractor shall perform such changed, additional, increased, decreased, varied or altered work as a part of the work to be done under the contract upon written notice to that effect from the engineer, and the performance thereof shall not invalidate the contract nor release the surety.
>
> Compensation to the contractor under the above provisions shall be determined as set forth in subsection 109.04, and adjustment of contract time will be considered under the provisions of subsection 108.09."

Section 109.04 of the Standard Specifications provide as follows:

> "Unless changes and alterations in the plans, or quantities, or details of construction materially change the character of the work to be performed or the unit costs thereof, the contractor shall accept as payment in full, so far as contract items are

> concerned, payment at the same unit prices as are provided under the contract for the accepted quantities of work done. If the work involved is measured on an "All Required" basis and bid on a corresponding lump sum basis, the adjustment of the lump sum for the increases or decreases shall be as specifically set forth in the applicable section of the covering standard specifications, and if not there given it will be based on a theoretical unit price determined by dividing the contractor's lump sum bid price by the estimated quantity of the item as listed in the special provisions.
>
> If, however, the character of the work or the unit cost thereof are materially changed, pursuant to subsection 104.02, compensation for such work will be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance may be made, either for or against the contractor, in such amount as the engineer may determine to be fair and equitable."

After a discussion of the language of the rule and the language of the Standard Specifications it was agreed by the Attorney General that the provisions of the Highway Division Standard Specifications do impose a binding obligation on the parties which does cover the terms and conditions of additional work resulting in cost increases. This would apply to almost all situations relating to contract increases with the Highway Division even though a unit price was not included in the original bid. The above Standard Specifications provide the criteria and formula whereby the additional prices will be determined, with the Highway Engineer having the final determination as what the prices shall be. From the first quoted Standard Specification it is clear that the contractor is required to do whatever changed work is necessitated by the contract, otherwise the contractor would be in breach of the contract.

Combining the language of the two above quoted provisions from the Highway Division Standard Specifications, which are included in all Highway contracts, it is now apparent that it would be a rare occasion on which Highway Division contract amount increases would have to be referred to the PCRB for their approval.

More specifically, on the above numbered contract approval of the PCRB will not be necessary.

JLS:lt
cc: Dave Frohnmayer
bc: H. S. Coulter
W. E. Schwartz
O. B. Jackmond
G. Wimer

9580

Jewell Jct-MP 23.8 Project
Fishawk Falls and Sunset Highways
Clatsop County
Contract No. 9580

Specifications and Provisions, PA #1. (sheet 1 of 6)

Rock Inlay

Materials-Rock Inlay material shall be provided by the contractor and shall be clean, durable, and well graded angular rock containing no more than 10% by weight of fines and dirt; material passing a 1-inch screen is considered fine material.

Measurement-Measurement for "Rock Inlay" will be determined by cross-section measurement of the material in place and limited to the neat lines and grades established by the engineer.

Payment-Payment for the accepted quantities determined as provided above shall be full and complete compensation for furnishing all material, labor, and equipment necessary to complete the construction of the Rock Inlay.

Special Excavation

Special Excavation work shall be performed between station 769± to station 771± as shown on revised plan sheets 2-A and 6.

Special excavation shall be performed in conformance with section 203 of the Special Provisions and Supplemental Standard Specifications except as modified as follows:

203.91 Payment-Payment shall be full and complete compensation for furnishing all materials, labor, and equipment necessary to complete the special excavation and will be paid for under "Special Excavation".

Riprap

Riprap shall be performed in conformance with section 620 or the standard specifications except as modified as follows:

620.81 Measurement-The quantity of riprap completed and accepted will be determined by loose measure in the hauling vehicles on the basis that 1.00 cubic yard, vehicle measure, is equivalent to 0.70 cubic yard in place.

620.91 Payment-Payment shall be full and complete compensation for furnishing all materials, labor, and equipment necessary to complete the riprap and will be paid for under "Loose Riprap, Class 100".

Culvert Pipes

The 18-inch Concrete Culvert Pipe to be installed at Stations 744+63+ Lt, 749+32+ Lt, and 768+24+ Lt and the 36-inch corrugated Metal Culvert Pipe to be installed at station 751+80+ Lt shall be performed and paid for in conformance with section 603 of the Special Provisions and Supplemental Standard Specifications, and Standard Specifications except as modified as follows:

Jewell Jct-MP 32.9 Project
Fishawk Falls and Sunset Highways
Clatsop County
Contract No. 9580

Specifications and Provisions, PA #1. (sheet 2 of 6)

Payment-Payment shall be full and complete compensation for furnishing all materials, labor, and equipment needed to complete this work and will be paid for under the following items:

18-inch Concrete Culvert Pipe
36-inch Corrugated Metal Culvert Pipe

Additional Excavation

Additional Excavation shall be performed in conformance with Section 203 of the Special Provisions except as modified as follows:

203.91 Payment-Excavation done on the MP 23.8 portion which is in excess of the original excavation quantity on the MP 23.8 portion of this contract,(8,892 CY), will be paid for under "Additional Excavation", payment being full and complete compensation for furnishing all materials, labor, and equipment necessary to complete this additional excavation work.

Temporary Protection and Direction of Traffic

Temporary Protection and Direction of Traffic shall be performed in conformance with Section 111 of the Special Provisions except as modified as follows:

Temporary Protection and Direction of Traffic work to be done according to the original plans and specifications and revised plans and specifications as outlined in this price agreement. Of the total temporary protection and direction of traffic work to be done, that work amounting to the original bid lump sum value shall be done and paid for at the original bid Temporary Protection and Direction of Traffic lump sum amount. All other Temporary Protection and Direction of Traffic work needed to be done on the project shall be done under the price agreement Temporary Protection and Direction of Traffic item and paid for at the price agreement Temporary Protection and Direction of Traffic lump sum amount. Both payments being full and complete compensation for furnishing all material, labor, and equipment necessary to complete all the Temporary Protection and Direction of Traffic work as outlined in the original plans and as revised in this price agreement.

Clearing and Grubbing

Clearing and Grubbing shall be performed in conformance with Section 201 of the standard specifications except as modified as follows:

Clearing and Grubbing work to be done according to the original plans and specifications and revised plans and specifications as outlined in this price agreement. Of the total clearing and grubbing work to be done, that work amounting to

Jewell Jct-MP 23.8 Project
Fishawk Falls and Sunset Highways
Clatsop County
Contract No. 9580

Specifications and Provisions, PA #1. (sheet 3 of 6)

the original bid lump sum value shall be done and paid for at the original bid clearing and grubbing lump sum amount. All other clearing and grubbing work needed to be done on the project shall be done under the price agreement Clearing and Grubbing item and paid for at the price agreement Clearing and Grubbing lump sum amount. Both payments being full and complete compensation for furnishing all material, labor, and equipment necessary to complete all the clearing and grubbing work as outlined in the original plans and as revised in this price agreement.

Removal of Structures and Obstructions

Removal of Structures and Obstructions shall be performed in conformance with Section 202 of the Special Provisions except as modified as follows:

Removal of Structures and Obstructions work to be done according to the original original plans and specifications and revised plans and specifications as outlined in this price agreement. Of the total removal of structures and obstructions work to be done, that work amounting to the original bid lump sum value shall be done and paid for at the original bid Removal of Structures and Obstructions lump sum amount. All other Removal of Structures and Obstruction work needed to be done on the project shall be done under the price agreement Removal of Structures and Obstructions item and paid for at the price agreement Removal of Structures and Obstructions lump sum amount. Both payments being full and complete compensation for furnishing all material, labor, and equipment necessary to complete all the Removal of Structures and Obstructions work as outlined in the original plans and as revised in this price agreement.

Finishing Roadbed and Slopes

Finishing Roadbed and Slopes shall be performed in conformance with Section 222 of the Standard Specifications except as modified as follows:

Finishing Roadbed and Slopes work to be done according to the original plans and specifications and revised plans and specifications as outlined in this price agreement. Of the total finishing roadbed and slopes work to be done, that work amounting to the original bid lump sum value shall be done and paid for at the original bid Finishing Roadbed and Slopes lump sum amount. All other Finishing Roadbed and Slopes work needed to be done on the project shall be done under the price agreement Finishing Roadbed and Slopes item and paid for at the price agreement Finishing Roadbed and Slopes lump sum amount. Both payments being full and complete compensation for furnishing all material, labor, and equipment necessary to complete all the Finishing Roadbed and Slopes work as outlined in the original plans and as revised in this price agreement.

Jewell Jct-MP 23.8 Project
Fishawk Falls and Sunset Highways
Clatsop County
Contract No. 9580

Specifications and Provisions, PA #1. (sheet 4 of 6)

Increased Quantity Bid Items

Temporary Signs, Trench Excavation, 18-inch Culvert Pipe, Type G-2 Inlets, and Seeding and Mulching involved in this change of plans for construction of the MP 23.8 section of this project will be performed, measured, and paid for as extensions of the already established bid items at the already established unit bid prices for the above mentioned items covered in the Standard Specifications, Supplemental Standard Specifications, Special Provisions, and/or modified above in "Description and Location of Work Items".

The above outlined payment will be complete and full compensation for furnishing all materials, labor, and equipment necessary to complete the work required

Fabric Wall For Stage Construction

SCOPE - Under these provisions the contractor shall construct and remove a temporary fabric wall for stage construction as detailed on Drawing 38073.

Materials

Rock Inlay Material - Rock inlay material shall be clean, hard, durable, well graded angular rock containing not more than 10 percent by weight of material passing a 1-inch sieve.

Wall Backfill Material - The backfill material for the Fabric Wall shall be granular material selected from roadbed cuts on the project.

Geotextile Fabric - The fabric shall be Fibretex Woven Ten-3 as manufactured by Crown Zellerback Corporation, or an approved equal.

Concrete Barrier - Concrete barrier shall meet the requirements of Section 611 of the Standard Specifications except that the concrete shall be Class 4500 - 3/4.

Aggregate Base - Aggregate base for temporary surfacing shall be 1"-0 Aggregate Base meeting the requirements of Section 304 of the Standard Specifications.

Asphalt Concrete Pavement - Class "B" Asphalt Concrete Pavement shall meet the requirements of Section 403 of the Special Provisions for Contract 9580.

Jewell Jct-MP 23.8 Project
Fishawk Falls and Sunset Highways
Clatsop County
Contract No. 9580

Specifications and Provisions, PA #1. (sheet 5 of 6)

Construction

Wall Excavation - Wall excavation shall be made to the lines and grades shown on the plans and handled as stated in the Standard Specifications and Special Provision Section 203, Contract 9580.

Wall Construction - After placing and compacting the rock inlay material, the wall shall be built up in layers as called for by the plans. Each layer shall be compacted by routing the hauling equipment uniformly over the surface of each layer and rolling with compactors as necessary to provide a thoroughly compacted dense embankment.

Aggregate Base and Pavement - The aggregate base and asphalt concrete pavement shall be constructed in conformance with Sections 304 and 403, respectively, of Contract 9580.

Concrete Barrier - Concrete barrier shall be temporarily placed on styrofoam pads as indicated in the plans. The styrofoam pads shall be 1½" x 2' x 2' and shall be centered under the barrier at the joints. The concrete barrier units may be used later in permanent location in accordance with the provisions of 611.01 of the Standard Specifications.

Wall Removal - The wall shall be completely removed to the original ground line as indicated on the plans. The material shall be disposed of as directed by Section 203 in the Standard Specifications and Special Provisions, Contract 9580.

Measurement

Wall Excavation - The pay quantities of "Wall Excavation" will be measured by the cubic yard as set forth in the applicable provisions of Section 109 of the Standard Specifications. The pay quantities will be measured in original position (position prior to excavation).

Rock Inlay and Wall Backfill - The pay quantities of "Rock Inlay Under Wall" and "Wall Backfill" will be determined by cross-section measurement of the material in place in accordance with the directions of the Engineer. The pay quantities will be limited to the neat lines and grades as established by the Engineer.

Geotextile Fabric - The pay quantities of "Geotextile Fabric" will be measured by the square yard of the material used in the work as specified.

9519

T.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 19, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10100	F-HES-27-1(8)	Jewel Jct.-M.P. 23.8 #8012-2-600

JLG:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

1510

E

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 19, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 20057
Project No. RS-132(2)
Jewell Junction Section
Clatsop County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on December 16, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $160,000 with an obligation of $141,040 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bks
Attachments
cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-1(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10100

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-1-82

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION: Jewell Junction - Summit Section

11. GENERAL DESCRIPTION OF WORK Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested in Mr. Swan's letter of 6/24/82, I approve the revised Preliminary Engineering Costs to a TEC of $61,900, FF $55,710.

(Increase TEC $22,800, FF $20,520)

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO Mochizig
FOR

14. DATE 7/1/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

2-1-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-1(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10100

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/1/82

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Jewell Junction - Summit Section (M.P. 23.50 - 23.54)

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 1/19/82 I approve the revised Preliminary Engineering costs to a TEC of $39,100 Federal Funds $35,190.

(Increase TEC $9,100 Federal Funds $8,190)

RECEIVED
STATE HWY ENGR
FEB 5 '82
REFER TO

14. DATE 2/1/82

for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HES-27-1(7)	STATE PROJECT NO. See below	COUNTY NAME Clatsop
FROM: E. J. Valach, Acting Division Admin FHWA - Oregon Division	PROGRAM NO.	ITEM NO. 10100
PROGRAM STAGE (Check) ☐ 1. ☐ 2.		

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig to: 2-108

RECEIVED
STATE HWY ENGR
FEB 10 '81
REFER TO Maehring
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 2/5/81	FEDERAL ROUTE NUMBER Primary 27 STATE ROUTE NUMBER Primary 47

GENERAL LOCATION:

Jewell Junction - Summit (M.P. 23.30 - M.P. 23.54)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including archeological salvage and utility preparatory work
☐ OTHER (Specify) TEC $30,00 - F.F. $27,000

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 1/20/81.

DATE 2/5/81	SIGNATURE OF APPROVING OFFICIAL G K Hess	TITLE for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: MP 23.3 - MP 23.5 (Sunset Hwy)

DATE: 1/13/81

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~[illegible]~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ttachment

c: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
EG.(2)ENGR.: C.O. Fredrickso
IS.(1)ENG.: E.L. Everton

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8012 2 600

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 8012 2 600 Due Date: JAN 09 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Comments are attached.

Agency Fish & Wildlife By James A. Newton
ENVIRONMENTAL MANAGEMENT SECTION 12/20/80

The Oregon Department of Fish and Wildlife has no objection to the proposed Sunset Highway Project (MP 23.3 - MP 23.5). However, where water quality in adjacent waterways will be influenced by construction activities, work should be confined to the June 15 to September 1 period. We also urge that every precaution be taken to insure the effectiveness of silt catch basins designed to protect water quality in Quartz Creek.

Any environmental problems that arise during the project should be immediately coordinated with Warren Knispel, district fish biologist. Mr. Knispel can be contacted at 619 Beerman Creek Road, Seaside, Oregon 97138, telephone number 738-7066.

The opportunity to review and comment on this project is appreciated.

cc: Warren Knispel

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 15, 1980

In Reply Refer to
File No
PRO 6

TO: Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P.O. Box 488
Cannon Beach, OR 97110

D E Swan

FROM: D. E. Swan
Operation Programming Engineer

NOTED
H.S. COULTER

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: MP 23.3 - MP 23.5 (Sunset Hwy.)
Highway: Sunset, US-26
County: Clatsop

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be

BLG:bke
Attachments
cc: G.L. Green, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 1 Engr.: E.L. Everton
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR

DEC 19 '80

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway	
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563

01	12] PROJECT TITLE [71 MP 23.3 - MP 23.5 (Sunset Hwy.)

11	12] PROJECT LOCATION—CITY Sunset, US-26	PROJECT LOCATION—COUNTY Clatsop	PROJECT LOCATION [79 SEC: T R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Since the construction of a climbing lane in the proposed project section,

06 12] there has been a dramatic increase in the rate of severe accidents. It is [71

07 12] believed that the short length of the existing climbing lane and the charac- [71

08 12] teristics of the curves where it is located have been factors in the seriousness [71

09 12] and number of recent accidents. The proposed project would lengthen the climbing [71

10 12] lane and realign the highway somewhat to reduce the sharpness of the curves. [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,002,600	----	111,400	-----	-----	1,114,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: December 15,1980

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Jan.	43] DAY [44 20	45] YEAR [46 1981

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: December 15, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

HES-27-1 (-)

A. Project Identification:

Date October 7, 1980

Section MP 23.30-MP 23.54

City ______ Hwy. No. 47

Highway Sunset

Begin M.P. 23.30 Length 0.24 mi.

County Clatsop

Program Estimate [illegible]

Region 1

Funding Source HES

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Since the construction of a climbing lane in the proposed project section, there has been a dramatic increase in the rate of severe accidents. It is believed that the short length of the existing climbing lane and the characteristics of the curves where it is located have been factors in the seriousness and number of recent accidents. The proposed project would lengthen the climbing lane and realign the highway somewhat to reduce the sharpness of the curves. The No-Build Alternative would retain the existing climbing lane as a slow-moving vehicle turn-out.

C. Recommended Project Category and Documentation:

Project Category	Documentation
______ 1	Draft and Final EIS
______ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation: NONE

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☒ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category:

The project lengthens an auxiliary lane for localized purposes and corrects two substandard curves. This type of project is ordinarily considered to be classified as a categorical exclusion.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	two	three
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	1 to 4 feet paved	four feet paved
Average Daily Traffic (Volume/Year)	3,750 (1978)	no change
Alignment (New, Combined, Existing)	six degree curve	four degree curve
Speeds (Posted/Estimated)	55 MPH posted	same

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Unknown until survey is complete. Some right-of-way is likely to be required on the northerly side of the highway to reduce the curvature.
Estimated Number of Parcels	One
Residential Relocation (No.)	None
Business Relocation (No.)	None

2. Estimated Impact on Land Use:

No significant changes expected. The existing forest land bounding the project would only be reduced by the amount necessary to accommodate the curve realignments and slope cuts proposed.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No changes in traffic volumes or patterns. The main flow of traffic will be less impeded by slow-moving vehicles. Safety should improve with the realignment of the curves and the lengthening of the climbing lane.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Possible siltation from earthwork will be prevented from reaching Quartz Creek, by such means as silt catchments and restriction of construction to low rainfall periods. No endangered species or critical habitat are known to be involved in this project. Second growth Douglas fir would be cleared in the area of curve realignment.

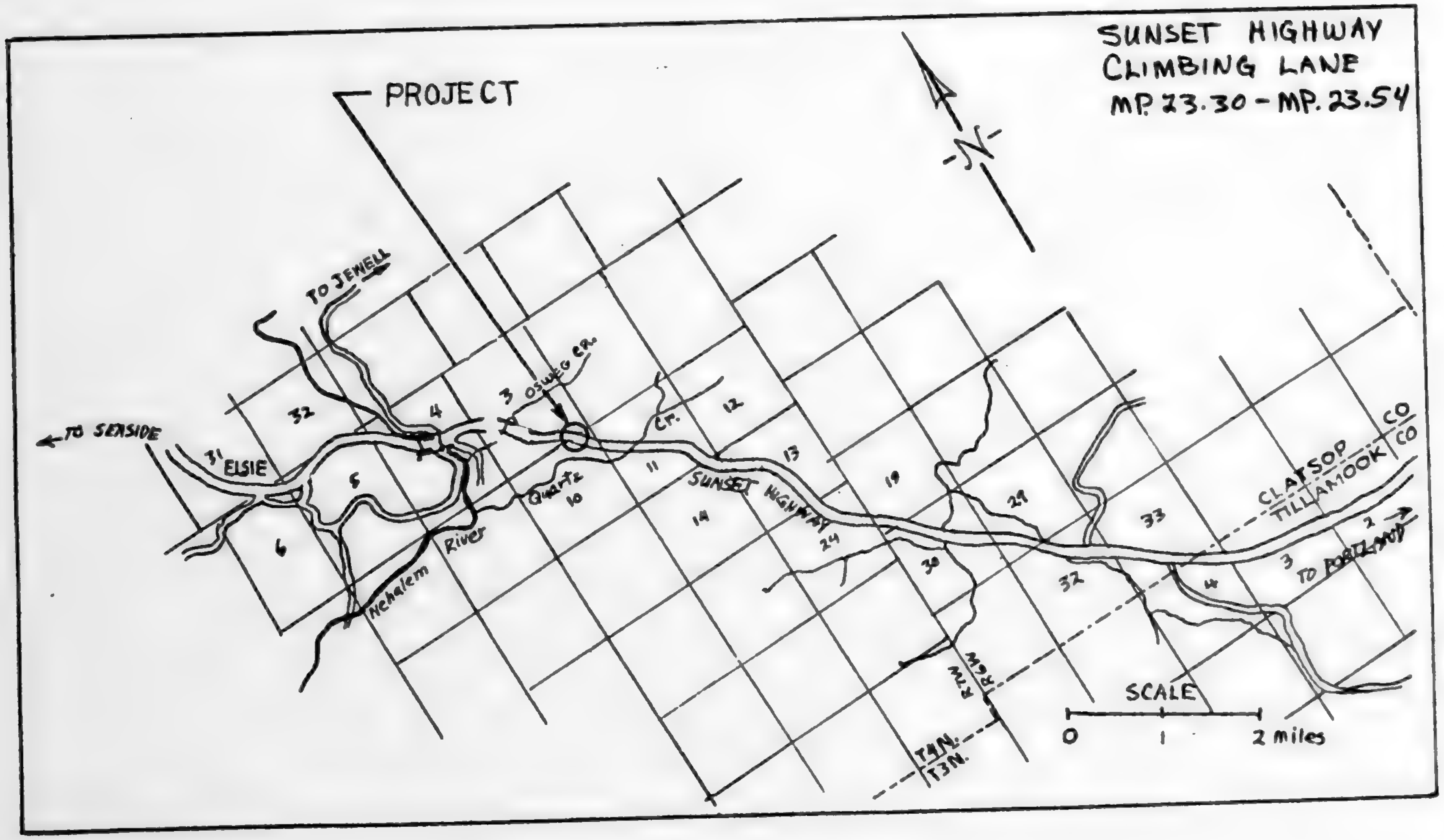
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

No significant impacts expected. Clearing of trees would change the visual quality of the area as seen from the roadway.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

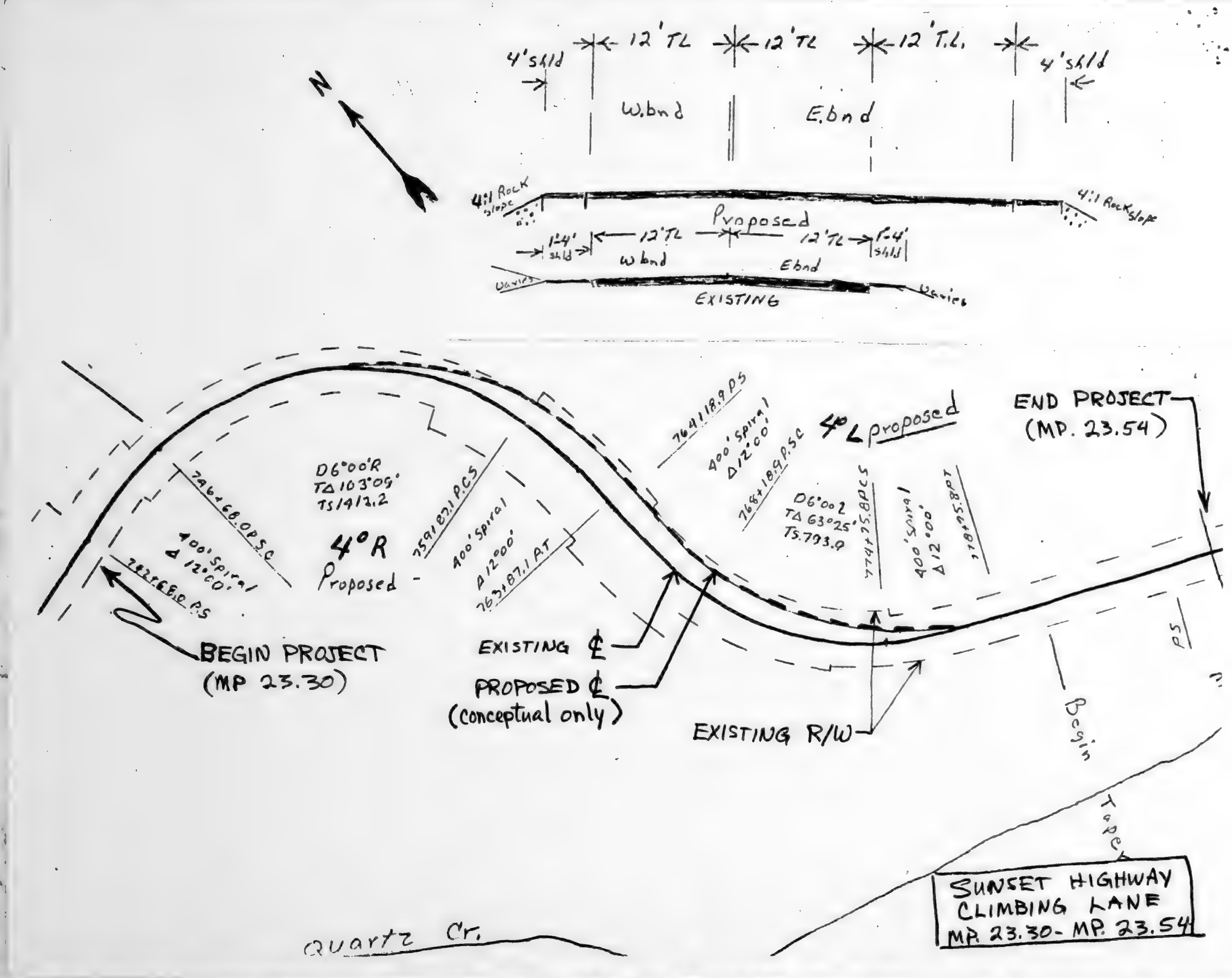
The project is in an area of known soil instability and poor drainage. The project will be given environmental review following the survey to ensure that no impacts have been identified which would change the project category.

Name of Preparer and Phone Number: Craig Markham 238-7438



SUNSET HIGHWAY
CLIMBING LANE
MP. 23.30 - MP. 23.54

PROJECT
N
TO SEASIDE
TO JEWELL
ELSIE
31
32
4
3
6
8
Nehalem River
Quartz
Osweg Cr.
Cr.
10
11
12
13
14
19
24
29
30
32
33
4
3
2
SUNSET HIGHWAY
CLATSOP CO
TILLAMOOK CO
TO PORTLAND
R7W
R6W
T4N.
T3N.
SCALE
0
1
2 miles


4'shld
12'TL
12'TL
12'T.L.
4'shld
W.bnd
E.bnd
4:1 Rock slope
4:1 Rockslope
Proposed
4'shld
12'TL
12'TL
4'shld
W bnd
Ebnd
Varies
Varies
EXISTING
N
746+68.0 P.S.C
400' Spiral
Δ 12°00'
742+68.0 P.S
D6°00'R
TΔ 103°09'
TS 1412.2
4°R
Proposed
759+87.1 P.C.S
400' Spiral
Δ 12°00'
763+87.1 P.T
764+18.9 P.S
400' Spiral
Δ 12°00'
768+18.9 P.S.C
4°L proposed
D6°00L
TΔ 63°25'
TS 793.0
774+75.8 P.C.S
400' Spiral
Δ 12°00'
778+75.8 P.T
BEGIN PROJECT
(MP 23.30)
EXISTING ℄
PROPOSED ℄
(conceptual only)
EXISTING R/W
END PROJECT
(MP. 23.54)
P.S
Begin
Taper
Quartz Cr.

SUNSET HIGHWAY
CLIMBING LANE
MP. 23.30- MP. 23.54

OREGON STATE
HIGHWAY DIVISION

TRA 7-2

October 31, 1980

Lieutenant J. R. Phillips
Oregon State Department of Police
Traffic Division
107 Public Service Building
Salem, OR 97310

Dear Lieutenant Phillips:

This will further acknowledge your April 14, 1980, letter transmitting a report from Second Lieutenant R. A. Phillips, Astoria, regarding traffic conditions on the Sunset Highway in the vicinity of M.P. 23.

This location at the terminus of a climbing lane at the point where the highway alignment begins a curve right for motorists eastbound was field investigated. The records were checked in the office, and there is an indication that a safety project may be justified.

A proposal is being prepared for submittal to the Federal Highway Administration for funding at least the preliminary engineering phase. This will develop right of way and construction costs which will determine if the project can be cost effective. Due to the terrain, the cost of such a rather minor realignment can be very expensive.

Thank you for bringing this situation to our attention. The process has begun and if successful a contract may result in the future.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

GLC:jrb

bc: H. S. Coulter
E. L. Hardt

RECEIVED
STATE HWY ENGR
NOV 4 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

E-123

PRO 6-2

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

H. S. Coulter
State Highway Engineer

DATE: October 13, 1980

OM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

Region I has requested a project to reconstruct a curve section on the Sunset Highway which has had a marked increase in accidents and accident severity in the past year.

Construction will be by contract with all phases of PE being performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	M.P. 23.30 - M.P. 23.54 Section Sunset Highway Clatsop County	$1,114,000	$1,002,600	$111,400

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:jrb
Attachment

NOTED
GLEN L. CLARK

NOTED
L E GEORGE

APPROVED:

State Highway Engineer

DATE: 10/28/80

1980

Contains Recycled Materials

STATE OF OREGON **INTEROFFICE MEMO**

TO: L. E. GEORGE
Traffic Engineer

DATE: September 16, 1980

FROM: RONALD W. FAILMEZGER
Region Traffic Engineer

SUBJECT: TITLE II PROJECT REQUEST
Sunset Highway
HWY. No. 47, US 26
MP 23.30 to MP 23.54

Historical Background

A construction project completed in July, 1979, installed a 900 foot climbing lane east of the subject section for eastbound traffic. Since that time, 3 fatal accidents have occurred in the curve between MP 23.30 and 23.54.

This investigation and report is initiated in response to the recent increase in the accident severity in this curve section.

Investigation

The Sunset Highway is a Primary Highway connecting the Portland Metro area with the Oregon Coast.

The roadside culture on this section is typical to most mountainous road construction with a cut on the westbound shoulder located from 6 to 12 feet from the edge of the travel lane and a steep fill section off the eastbound shoulder, with 6 to 24 inch trees growing within 10 feet of edge of pavement. The travel lanes are 12 feet wide with 1 to 4 foot paved shoulders. The horizontal alignment is a 6 degree curve right eastbound. The vertical alignment is a 5 percent plus grade for eastbound traffic. The 1978 ADT on this section was 3,750 vehicles per day. Posted speed is 55 MPH. There are 48 inch curve warning signs with 40 MPH riders, and sunken grade warning signs in advance of the curve both directions Eastbound there is a 500 foot pavement transition from the climbing lane to the beginning of the curve. Westbound traffic has 500 feet of tangent between a 40 MPH curve left and the beginning of the subject curve right.

Accidents

In the four year period from January 1, 1975, through December 31, 1978, there were 10 accidents through the subject curve section, MP 23.30 to MP 23.54. Included in these accidents were 7 fixed object, 2 head-on, 2 non-collision involving vehicles that over-turned, and 1 side-swipe accidents. The consequences of these accidents were 2 property damage only, 10 non-fatal accidents with 25

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125-1387

persons injured, and 1 fatal accident with 1 person killed. Since the installation of the climbing lane in July of 1979 through January of 1980, there have been 4 accidents in this curve section; two head-on and 2 fixed object. The results of these accidents were 3 fatal accidents with 7 people killed and 9 people injured; and one non-fatal accident with 3 people injured.

Summary

The accident history in the four years prior to the construction of the climbing lane shows a difficulty in the vehicles negotiating the curve between MP 23.30 and MP 23.54. The addition of the climbing lane has, for one reason or another, increased the severity of the accidents at this location.

In an effort to reduce the effects the climbing lane has had on the accident severity, State forces have restriped and signed the climbing lane to a slow moving vehicle turnout. Although these measures do not use the additional pavement and monies expended completely as intended, the slow moving vehicle lane will allow loaded trucks and recreation vehicles an area to allow faster moving traffic to pass, yet will not encourage increased speed. The interim measures do not address the physical characteristics of the curve.

There is a favorable benefit to cost ratio for a project to reduce the effects of the curve between MP 23.30 and 23.54.

Recommendation

As a result of this investigation it is recommended that a project be developed and submitted for Title II, Section 209, Hazard Elimination, funds to reconstruct the curve section between MP 23.30 and 23.54 to reduce the effects of the curve alignment on vehicle accidents.

LHG/gw
Attachment
cc: R. N. Bothman
E. L. Hardt
W. W. Geibel

ED AREAS
E COMPLETED
SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE September 16, 1980

PREFIX

DENTIFICATION

Jewell Jct. – Summit (M.P. 23.3 - M.P. 23.54)

NAME Sunset

HIGHWAY NUMBER 47

1	ADMINISTRATIVE DISTRICT	COUNTY Clatsop	CITY

MILEPOST NUMBER 23.30 TO 23.54 ☒ RURAL ☐ URBAN

L GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II HES

HOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

E OF WORK ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

JECT DESCRIPTION

Construct climbing lane and realign roadway through curve section MP 23.32 to MP 23.54

TRAFFIC DATA

STING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 3,750

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☒	☐	☐	☐	☐	☐
	PROPOSED	☒	☐	☐	☐	☐	☐

GN SPEED (MPH) 55

DESIGN STANDARDS

TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

RECEIVED
NOV 28 1980
LOCATION SECTION

Rd. No. 47 M.P. ____
City of ____
Streets ____
Rural ____ Urban ____

TRA 7

April 21, 1980

John C. Williams, Superintendent
Oregon Department of State Police
Room 107, Public Service Building
Salem, OR 97310

Attention: J. R. Phillips, Lieutenant
Traffic Division

Gentlemen:

Your April 14 letter and the April 8 report from Second Lieutenant K. A. Phillips concerning the Sunset Highway from Mile Post 23.4 to Mile Post 23.6 have been referred to our Region Office in Milwaukie for investigation.

After the necessary investigation is completed, you will be advised of the results.

Sincerely,

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

NOTED
VERNON L. TABERY

DKH:jrb

Attachment

bc: E. L. Hardt - Please investigate and reply.

NOTED
WAYNE HOFSTETTER

VICTOR ATIYEH
GOVERNOR

Department of State Police

PUBLIC SERVICE BUILDING, SALEM, OREGON 97310

April 14, 1980

Mr. L. E. George
Traffic Engineer Supervisor
Department of Transportation
504-A Transportation Building
Salem, OR 97310

Attached for your information and consideration is copy of a report from Second Lieutenant K. A. Phillips, Station Commander at our Astoria office.

The report describes a section of Highway 26 (Sunset Highway) that is hazardous and has resulted in several collisions, some quite serious.

We would appreciate your early consideration of the matter.

Sincerely,

John C. Williams, Superintendent

By

J. R. Phillips, Lieutenant
Traffic Division

Enclosure

Copy to

Major D. A. Pankratz
Lt. K. A. Phillips - Astoria

km

RECEIVED
APR 15 1980
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

L.E. GEORGE

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project HES-27-1(-)
Project Category Request
Sunset Hwy., Clatsop County

Date: October 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your October 13, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg 1, Env)

RECEIVED
TECHNICAL SERVICES
OCT 2 [illegible]
REFER TO

1982 Oregon Coast Hwy @ North 9581
Bay Dr. Near N. Bend.
(Grading and paving)

US Department of Transportation
Federal Highway Administration

SC

STATE COPY

FINAL ACCEPTANCE REPORT

cc: OSHD (Coulter)

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 9-14-84	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. F-2-2(14)
COMPLETION DATE (Actual) 7-22-83	ACCEPTANCE DATE BY CONRTACT AGENCY 12-21-83	TIME ELAPSED 103 %	CONTRACT TIME 150 C.D.

LOCATION
US 101, 0.86 miles N. of NCL of North Bend

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON COAST HWY AT NORTH BAY DRIVE
OREGON COAST HIGHWAY
Grading and Paving

This project provided for the construction of a new connection of North Bay Drive with the Oregon Coast Highway 0.86 miles north of the north city limits of North Bend, Oregon. The work included the construction of roadbed grading, lime treated subgrade (under EWO #3) aggregate base and asphalt concrete pavement.

A contract in the amount of $127,849.05 was awarded Johnson Rock Products Inc., North Bend, Oregon on 12/22/82. Work began on 2/9/83 and was completed in reasonably close conformance with the plans and specifications, including approved changes, on 7/22/83 at a final cost of $190,797.51 which includes $107,290.83 for original contract work, $26,533.70 for approved price agreement work, $21,752.98 for approved force account work, $3,820.00 for State force work, and $31,400.00 for construction engineering.

The State has satisfactorily supported all overruns and underruns. A copy of the supporting information is attached to the division office copy of this report.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 10 '84
REFER TO
Fredrickson
FOR

cy
10/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant		SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 10/9/84	TITLE Field Operations Engineer	DATE 10/9/84

FORM FHWA 1446B
Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

951 F

March 26, 1984

AGC-Operating Engineers Trust Funds
PO Box 4468
Portland, OR 97208

CON 5
#9581

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

Thank you for your letter of March 21, 1984, stating that the claim in the amount of $177.97 due employees of Bogart Construction Company has now been paid.

You state this is in reference to the Johnson Rock Products, Inc., Contract No. 9581 for work on the Oregon Coast Highway at North Bay Drive in Coos County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Johnson Rock Products, Inc.
PO Box 548
North Bend, OR 97459

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

FKN:kjm

Noted on Card
3 26 84 kjm

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

March 21, 1984

Department of Transportation
Transportation Building
Salem,OR 97310

Attn: Robert W. Gormsem

Re: CON 5 #9581
Prime: Johnson Rock Products, Inc. Project: Oregon Coast Highway at N Bay Dr.
Coos County, Subcontractor: Bogart Construction

Gentlemen:

Please be advised that we are in receipt of the fringe benefits due employees of Bogart Construction, Co. on the above project and that our claim for $177.97 has now been paid in full.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

B J Winchester

Barbara J. Winchester
Delinquency Coordinator

BJW:dll

cc: Johnson Rock Products, Inc.
Bogart Construction, Co.
Safeco Insurance Co Of America

RECEIVED
MAR 22 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

I.U.O.E.
Local 701

Employer Trustees
W. RAY ROGERS, *Chairman*
LLOYD BABLER, JR.
A. J. CASTELBOUNO
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
CHARLES MARLIN
CHARLES WALLING
FRANCIS WICKLANDER

AGC
Oregon-Columbia
Chapter

1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

March 16, 1984

Oregon Laborers Employers Trust Funds
2929 NW 31st Avenue
Portland, OR 97210

CON 5
#9581

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

Thank you for your Release of Claim dated March 7, 1984, on behalf of the Oregon Laborers Employers Trust Funds. This releases the claim dated November 7, 1983, and the revised claim dated January 25, 1984.

You state this is in reference to the Johnson Rock Products Inc., on Contract No. 9581 for work on the Oregon Coast Highway at North Bay Drive in Coos County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Johnson Rock Products Inc.
PO Box 548
North Bend, OR 97459

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

FKN:kjm

NOTED ON CARD
3-16-84 kjm

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Safeco Insurance of America
4101 S.W. Kruse Way
Lake Oswego, Oregon 97034

The OREGON LABORERS-EMPLOYERS TRUST FUNDS hereby release the claim dated November 7, 1983, and the revised claim dated January 25, 1984, on which Johnson Rock Products is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and Safeco Insurance of America is the surety, for that project known as #9581 Oregon Coast Hwy. - North Bay Dr. - Coos County, Oregon.

DATED: March 7, 1984

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By Fred A. Hughes
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Johnson Rock Products, Inc.
Secretary of State
Department of Transportation
Bogart Construction Company

CERTIFIED
No. 0326834
MAIL

RECEIVED
MAR -9 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9581

CL 84-35

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 14, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9581

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen:

This will acknowledge your Revised Notice of Claim dated January 25, 1984, and addressed to Safeco Insurance of America concerning the following Highway Division contract:

FILED BY:	Oregon Laborers Employers Trust Funds
AMOUNT:	$223.44 which includes liquidated damages of $34.09 and $7.65 interest
FOR:	Fringe benefits due employees of Bogart Construction
AGAINST (Prime contractor):	Johnson Rock Products, Inc.
CONTRACT NO.:	9581
PROJECT:	Oregon Coast Highway at North Bay Drive, Coos County
SURETY:	Safeco Insurance Company of America

You state this revises a claim dated November 7, 1983.

We will advise the surety and the prime contractor of the receipt of this revised claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your revised claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

2-17-84 ec

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. Previous claim filed 11-23-83 and your #CL83-235.

731-0188

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

REVISED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Safeco Insurance of America
4101 S.W. Kruse Way
Lake Oswego, Oregon 97034

The OREGON LABORERS-EMPLOYERS TRUST FUNDS hereby revises the previous claim dated November 7, 1983 to the sum of Two Hundred Twenty Three and 44/100 Dollars ($223.44) which includes liquidated damages of Thirty Four and 9/100 Dollars ($34.09) and interest in the amount of Seven and 65/100 ($7.65) which Johnson Rock Products is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and Safeco Insurance of America is the surety, for that project known as #9581 Oregon Coast Hwy. - North Bay Dr. - Coos County, Oregon.

DATED: January 25, 1984

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By Fred A. Hughes
Fred A. Hughes
Trsut Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Johnson Rock Products, Inc.
Secretary of State
Department of Transportation
Bogart Construction Company

CERTIFIED
P22 6313488
MAIL

RECEIVED
JAN 27 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 28, 1983

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9581

Gentlemen or Ladies:

Contract No. 9581 awarded to Johnson Rock Products, Inc. for work on the Oregon Coast Highway at North Bay Drive in Coos County was completed on August 26, 1983, and accepted by the State Highway Division on December 21, 1983.

Final payment in the amount of $2,696.09 will be released to the contractor after January 4, 1984. The total contract amount is $155,577.51 including $21,752.98 for work performed under force account.

You have been advised previously that claims have been filed with us against the bond on this contract.

Sincerely,

kjm

Robert W. Gormsen
COMMISSION SERVICES

CC: Johnson Rock Products, Inc.
PO Box 548
North Bend, OR 97459

BC: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
James J. Gix

95[illegible]1

CL 83-235

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV [illegible]

November 21, 1983

IN REPLY REFER TO
FILE NO.: C[illegible] 5
#95[illegible]1

Oregon Laborers-Employers Trust Funds
2929 N. W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated November 7, 1983, concerning the following Highway Division contract:

FILED BY:	Oregon Laborers-Employers Trust Fund[illegible]
AMOUNT:	$431.67 including liquidated damages of $52.96 and interest totaling $15.31
FOR:	Fringe benefits due employees of Bogart Construction Co.
AGAINST (Prime contractor)	Johnson Rock Products, Inc
CONTRACT NO.:	95[illegible]1
PROJECT:	Oregon Coast Highway at North Bay Drive, Coos County
SURETY:	Safeco Insurance Company of America

We note that you have advised the surety, contractor and Secretary of State of this claim.

Please advise this office when the claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
[illegible] 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Nov 25, 1983
Kjm

cc: Johnson Rock Products, Inc.
PO Box 548
North Bend, OR 97459

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State: Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by Fred Hughes.

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

CERTIFIED
P22 6313418
MAIL

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: State of Oregon
Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Bogart Construction Company**, working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of** Four Hundred Thirty One and 67/100 Dollars ($431.67) **which includes liquidated damages of** Fifty Two and 96/100 Dollars ($52.96) **and interest in the amount of** Fifteen and 31/100 Dollars ($15.31) **against Bond No.** ________ **issued on** ________________ **which** Johnson Rock Products **is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and** Safeco Insurance of America **is the surety, for that project known as** #9581 Oregon Coast Hwy. - North Bay Dr. - Coos **County, Oregon.**

DATED: November 7, 1983

OREGON LABORERS EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Bogart Construction Company
Secretary of State
Safeco Insurance of America
Johnson Rock Products, Inc.

RECEIVED
NOV - 8 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-232

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 4, 1983

IN REPLY REFER TO
FILE NO.: CON 5
#9581

AGC-Operating Engineers Trust Funds
PO Box 4668
Portland, OR 97208

Attention: Barbara J. Winchester
Delinquency Coordinator

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated November 2, 1983, concerning the following Highway Division contract:

FILED BY:	AGC-Operating Engineers Local 701 Trust Funds (G & B Management Services, Inc.)
AMOUNT:	$177.97 as of October 20, 1983
FOR:	Fringe benefits due employees of Bogart Construction Company
AGAINST (Prime contractor)	Johnson Rock Products, Inc.
CONTRACT NO.:	9581
PROJECT:	Oregon Coast Highway at North Bay Drive, Coos County
SURETY:	Safeco Insurance Co. of America

Nov 14 '83
Rjm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

Johnson Rock Products, Inc.
PO Box 548
North Bend, OR 97459

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

AGC-OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 428 972 069

November 2, 1983

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, Oregon 97034

Re: Project: OSHD 9581 - Oregon Coast Hwy - North Bay Drive
General: Johnson Rock Products, Inc.
Surety: Safeco Insurance Company of America
Subcontractor: Donald J. Bogart dba Bogart Construction Co.

Gentlemen:

Enclosed you will find a Notice of Claim regarding the above project. Copies of the Claim have been mailed to the Secretary of State, Oregon Department of Transportation, Johnson Rock Products, Inc., and Donald J. Bogart dba Bogart Construction Company.

We have enclosed a breakdown of the hours not reported. The amount due as of October 20, 1983 is $177.97.

We would appreciate hearing from you regarding this claim.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Winchester
Delinquency Coordinator

BJW:lkp
Enclosure
cc: Delinquency Committee
Jerome B. Buckley, Jr.
Secretary of State, #428 972 070
Donald J. Bogart dba Bogart Construction Co., #428 972 071
Department of Transportation, #428 972 072
Johnson Rock Products, Inc., #428 972 073

RECEIVED
NOV - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
W. RAY ROGERS, *Chairman*
FRANK HASTIE, *Vice Chairman*
LLOYD BABLER, JR.
RICHARD T. ROBERTSON

Union Trustees
DEAN WEAR, *Secretary*
JIM RIDDERBUSCH, *Vice Secretary*
FRANCIS WICKLANDER
CHARLES WALLING

I.U.O.E. Local 701

AGC Oregon-Columbia Chapter

1208 S.W. 13th AVE. • SUITE B210 • PORTLAND, OR 97205 • (503) 223-3185 • MAILING ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

CERTIFIED MAIL

RETURN RECEIPT REQUESTED
P 428 972 072

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of DONALD J. BOGART dba BOGART CONSTRUCTION COMPANY, working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, in the amount of ONE HUNDRED FIFTY FOUR and 70/100ths DOLLARS, ($154.70) contributions, together with liquidated damages of TWENTY and 23/100ths DOLLARS ($20.23) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on or about , bond no. on which JOHNSON ROCK PRODUCTS, INC., is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and SAFECO INSURANCE COMPANY OF AMERICA, is the surety, for that project known as CONTRACT NO. 9581, OREGON COAST HWY - NORTH BAY DRIVE, Coos County, Oregon.

DATED: November 2, 1983

G & B Management Services, Inc.

Gary Harrison

Gary Harrison, Secty/Treas.
Administrator, AGC - Operating
Engineers Local 701 Trust Funds
PO Box 4668
Portland, Oregon 97208

*Subject to revision

RECEIVED
NOV - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OPERATING ENGINEERS EMPLOYERS TRUST FUNDS

SCHEDULE OF UNREPORTED HOURS AND DELINQUENT
AMOUNTS PER CERTIFIED PAYROLLS

Bogart Construction Company
#220

		1983	
		July	Total
Bogart, Jerry 544-36-6676		35.0	35.0
Total Def. Hours		35.0	35.0
Contributions:			
H & W	@$1.78	$ 62.30	$ 62.30
Pension	@ 1.47	51.45	51.45
Training	@ .10	3.50	3.50
CIAF	@ .07	2.45	2.45
Vacation	@ 1.00	35.00	35.00
Sub Total		$154.70	$154.70
Liquidated Damages		20.23	20.23
*Interest		3.04	3.04
Total		$177.97	$177.97

*Interest was calculated at 12% per annum for each delinquency through October 20, 1983.

RECEIVED
NOV - 3 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

August 24, 1983

CON

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

Time Extension Request
Oregon Coast Hwy. @ North Bay Dr.
Contract No. 9581
FAP No. F-2-2(14)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contrct time adjustment of an additional five calendar days is granted due to extra and additional work performed. This will eliminate all liquidated damages on this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
Frank Morrison w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: J. X. Wilson, Region Const. Engr.

DATE: August 8, 1983

F. D. Morrison

FROM: F. D. Morrison, Project Manager

SUBJECT: Contractor's Request For Adjustment of Contract Time
Oregon Coast Highway @ North Bay Drive
Oregon Coast Hwy. - Coos County
Contract No. 9581

Attached is the Contractor's second request for adjustment of contract time on the above subject section. The first request was denied.

First of all, the contractor completed the earthwork, aggregate base and paving of the entire project on July 7, 1983. The only work remaining was the installation of guard rail and the removal of the old guard rail. There was adequate time for the sub-contractor to move on the project and complete his work, before the deadline date of July 17, 1983. However the sub-contractor did not show up on the project until July 15, 1983 and only worked Friday, and went home. We did in fact add one special end connection to the easterly side of Haynes Inlet bridge. The sub-contractor worked on this installation three days.

Under these conditions, I recommend that the contractor be granted three additional days in which to complete the project.

The rest of the reasons stated on the contractor's request do not have any bearing on the overrun of calendar days, as all this work was performed before the contract time ran out.

If you have any questions regarding this request, please contact this office.

8-12-83
CC: O.B. Jackmond - I concur completely with Frank's analysis. Guardrail work was nominal & should have been completed easily before time expired.

J.X.W.

8-18-83 W.E. Schwartz -
We added a significant amount of work - 18% - to this contract. While this work was basically completed within the original contract time, it nonetheless reduced the amount of "float" time available to schedule the guard rail work. I therefore recommend a 5 c.d. time extension, eliminating liquidated damages.

OB Jackmond

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NARRATIVE REPORT

OREGON COAST HIGHWAY AT NORTH BAY DRIVE
OREGON COAST HIGHWAY
COOS COUNTY

CONTRACT NO. 9581
PREFIX: 6 - 1082
F.A. NO. F-2-2(14)

This project was awarded to Johnson Rock Products, Inc. on December 22, 1982 with a specified completion date of 150 calendar days. Time charges began on January 10,1983 and ended July 22, 1983 at noon for a total of 155 calendar days charged. Five days of liquidated damages, amounting to $750, will be charged.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

One of the first things the contractor did on this project was to put in the detour on North Bay Drive so they could begin the excavation of the new road connection. Since rain and other problems delayed the earthwork, the detour remained in place for three months before the new road connection was opened to traffic. This caused a minor inconvenience for the public since they had to slow down to go through the detour area. The contractor had to grade the road almost daily.

The edge of the detour adjacent to the excavation was delineated by temporary guard rail. This rail had to be repaired when the excavated slope slid out after heavy rains.

After work on the Oregon Coast Highway began, one way traffic through the work area was often necessary. This combined with drivers not paying attention, resulted in two minor automobile accidents in which no one was seriously injured. One way traffic was controlled by flaggers with walkie-talkies at both ends of the work area and, when necessary, one or two more on North Bay Drive.

A major traffic problem developed on the first day of paving the highway because traffic was backed up through the City of North Bend blocking intersections. On the second day, a flagger was stationed at the signal at East Bay Drive, which is just south of the project limits, to override it and keep the traffic moving. This in conjunction with giving preference to the north-bound traffic out of North Bend alleviated the problem.

EARTHWORK

Scheduling this project in late winter and spring created a major problem with the earthwork. The dirt was too wet to work with, especially since this was an abnormally wet spring. The contractor began the excavation but was forced to quit because of rain. He requested a time extension, which was denied, because of this.

The rain also caused a problem with slides at the south end of the project in an area that was unaffected by the work being done. The hillside on the east side of North Bay Drive, in the area where the roadway is now obliterated as part of the project, has long been a slide problem area. When slides first began obstructing the roadway, state maintenance forces cleaned it up. However, the contractor, with "Standard Specification For Highway Construction" in hand, demanded that he be allowed to clean up the slides. He then refused to do the work on a price agreement and instead did all of theremoval on Extra Work. If a situation such as this is encountered in the future, it would be much less costly to the state if it was stated in the contract that state forces would do the slide removal work.

NARRATIVE REPORT
OREGON COAST HWY. @ NORTH BAY DR.

EARTHWORK, Continued

After the rain had let up enough for the contractor to excavate to subgrade, yet another problem arose in the form of pockets of clay that were much more unstable than the majority of clay in the area. The first attempt to solve the problem was to put filter fabric on the subgrade to keep the clay out of the aggregate. However, one truck that hauled in 140 tons of rock and hauled away some trench excavation waste, worked the clay up so much in the soft spots that it tore the filter fabric in a couple places. A decision was then made to lime treat the subgrade. No time was charged on the project while the arrangements for lime treatment were being made. The treatment was ten inches deep which was sufficient to bridge the soft spots.

Both the filter fabric and lime treatment were done with Extra Work Orders since the contractor still refused to do any work with a price agreement.

PAVING

The paving went slowly, but smoothly with no particular problems encountered. The contractor paved on four different days. All of the paving was done in two inch lifts.

The only problem was with the traffic as discussed previously. This could have been avoided if the job was finished earlier as was originally intended by doing the job in the winter and spring. However, with the problems that arose doing the earthwork during the rainy season, it would perhaps have been better to begin construction later in the year

CONCRETE BARRIER AND GUARD RAIL

The 400 foot guardrail run shown on the plans at the southwest end of Haynes Inlet Bridgewas in direct conflict for most of its length with a 16 inch water main. According to King Phelps of the North Bend Water Board, the cost of moving this water main is prohibitive. Therefore, it was decided to use concrete barrier to keep from breaking it. Since this barrier was used, a cast-in-place bridge connection was designed by Bridge Design in Salem. It was installed on extra work by a subcontractor for Johnson Rock.

A cast-in-place bridge connection was also necessary for the guard rail since there was a 3½ foot sidewalk and the plans showed only a regular bridge connection. It was made according to Drawing No. B-861.

CONTRACT TIME

Bogart Construction, the subcontractor doing the guard rail overran on time. The prime contractor had finished paving on June 21, 1983 and had finished everything not covered by Bogart's subcontract on July 7. The 150 calendar days allowed in the contract for completion of the project were used up at noon July 17, 1983, Sunday. Bogart Construction showed up at 11:30 AM on July 15 with a three man crew and worked until 4:30 P.M., and then went back home, making no effort to work late or on the weekend to finish before the contract deadline. Further delays were caused by not having any radius rail with them, and having to get rebar for the bridge connection, and wire mesh for their anchors from Eugene, Ore. 155 calendar days were charged.

The contractor has submitted another request for adjustment of contract time. However, we will be charging five days of liquidated damages to the contract, until the request has cleared through channels.

STATEMENT OF OVERRUNS AND UNDERRUNS

OREGON COAST HIGHWAY AT NORTH BAY DRIVE
OREGON COAST HIGHWAY
COOS COUNTY

CONTRACT NO. 9581
PREFIX: 6 - 1082
F.A. NO. F-2-2(14)

ITEM #	ITEM	UNIT	ORIGINAL	SEMIFINAL	±%
	BID ITEMS	$	127,849.05	133,878.44	+5
	ANTICIPATED ITEMS	$	6,200.00	4,600.00	-26
	CONTINGENCIES	$	6,032.21	23,977.31	+297
	LIQUIDATED DAMAGES	$		-450.00	
	ENGINEERING	$	12,064.41	27,000.00	+124
	TOTAL	$	152,145.67	188,405.75	+24

10 GENERAL EXCAVATION CU.YD. 8,463.0 6,865.3 -19

Due to a water line conflict, the ditch grade was raised, reducing the amount of excavation required on the westerly side of the "L" Line. Also, slopes in this area were steepened to 1½:1 rather than 2:1 slopes. These changes made the excavation quantity underrun.

14 CLASS "B" ASPHALT CONCRETE TON 1,250.00 1,452.13 +16

Extra A.C. was used in paving the "L" line due to the uneveness of the existing highway. Also, the new alignment on North Bay Drive did not line up precisely with the old, so 140 feet of the old alignment was widened and overlaid to taper the old alignment smoothly into the new.

23 GUARD RAIL, TYPE 2A LIN.FT. 950.0 538.0 -43

One run of guard rail was replaced with concrete barrier due to a conflict with a 16 inch water line.

30 CONCRETE BARRIER LIN.FT. 200 600 +200

One run of guard rail was replaced by concrete barrier because of a 16 inch water line that is located where the guard rail was supposed to go.

EWO 1 CLEAN SLIDE AND PLACE ROCK SLOPE PROTECTION $ 9,941.15

An existing slide area at the north end of the project on the part of North Bay Drive that was closed at the end of the project, became active and repeatedly blocked one or both lanes of traffic or left semi-liquid slide materialspread across the road. The rock slope protection was placed to prevent the slide from coming onto the highway in the future.

EWO 2 FURNISH & INSTALL FILTER FABRIC $ 1,349.64

Some very unstable clay material was encountered in the cut on North Bay Drive. The filter fabric was placed to separate the clay from the aggregate base. However, the clay still worked up into the aggregate, ripping the fabric in the process. This operation was abandoned and the subgrade was treated with lime

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OVERRUNS & UNDERRUNS, Continued
OREGON COAST HWY. @ NORTH BAY DR.

ITEM #	ITEM	UNIT	ORIGINAL	SEMIFINAL	±%
EWO 3	LIME TREAT SUBGRADE	$		7,696.63	

Lime was used to stabilize the clay in the cut on North Bay Drive. Ten inches of the clay material was treated using five percent lime per weight of the material treated.

EWO 4	CONSTRUCT CAST-IN-PLACE BRIDGE CONNECTION	$		2,827.51	

When concrete barrier was used instead of guard rail at the southwest end of Haynes Inlet Bridge, the Bridge Design Section designed a connection from the barrier to the bridge.

	ENGINEERING	$	12,064.41	27,000.00	+124

The engineering overran due to several reasons. First was the extra work orders which required an inspector to be there at all times the extra work was being performed. EWO #1, in particular, took a lot of engineering money because the inspector had to drive over and back every time they cleaned up the slides. Secondly, doing earthwork in the spring rainy season made the work go slower, especially since the contractor usually had a small work force on the job. Also, even though the earthwork and aggregate quantities were small, they were very spread out over the job. Therefore, a state crew had to come out several times to set tops, and a weighperson had to be there much of the time, even though only a couple trucks were hauling rock.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 8-94		County Coos
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number F-2-2(14)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 21 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 178,496.00	$ 204,350.00
Federal funds	$ 157,344.00	$ 180,134.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

XX ~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Con F/a

Oregon State Highway Division
State Highway Engineer

Federal-Aid Project No. F-2-2(14)

Oregon Coast Highway @ North Bay Dr. Section
Oregon Coast Highway in Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 222+75 to Sta. 235+00)

Subtotal of previous estimate of June 1, 1983			$	160,399.05

Previous Estimate

Class "B" Asphalt Concrete	1,250 Ton	31.17	$	38,962.50
Concrete Barrier	200 Lin. Ft.	19.70		3,940.00
			$	42,902.50

Revised Estimate

Class "B" Asphalt Concrete	1,452 Ton	31.17	$	45,258.84
Concrete Barrier	600 Lin. Ft.	19.70		11,820.00
Construct Cost in Place Connection (E.W.O. #4)	All Required			3,100.00
		Total	$	60,204.84
		Increase	$	17,302.34
		Subtotal	$	177,701.39
		Engineering		26,648.61
		Total	$	204,350.00

Length of Project		0.0 mi.
Federal Funds	$	180,134.00
State Funds		24,216.00
Total	$	204,350.00

Group 1	100%
Contract No.	9581
Prefix:	6-1965
Prefix:	6-1082

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	6.24
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-8-83

State	Oregon
County	Coos
Project Number	F-2-2(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 152,146.00	$178,496.00
Federal funds	$ 134,116.00	$157,344.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6 th day of June, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1983

Federal-Aid Project No. F-2-2(14)

Oregon Coast Highway @ North Bay Dr. Section
Oregon Coast Highway in Coos County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 222+75 to Sta. 235+00)

Subtotal of previous estimate of December 27, 1982	$ 134,049.05

Additional Items

Clean Slide & Place Rock Slope (E.W.O. #1)	All Required	$ 16,000.00
Furnish & Install Filter Fabric (E.W.O. #2)	All Required	1,400.00
Lime Treated Subgrade (E.W.O. #3)	All Required	6,950.00
Relocate Existing Elec. Line (S.F.O. #2)	All Required	2,000.00
		$ 26,350.00

Increase	$ 26,350.00
Subtotal	160,399.05
Engineering	18,096.95
Total	$ 178,496.00

Length of Project	0.0 mi.

Federal Funds	$ 157,344.00
State Funds	21,152.00
Total	$ 178,496.00

Group 1	100%
Contract No.	9581
Prefix:	6-1965
Prefix:	6-1082

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Coos Project No. F-2-2(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 152,146.00	$ 134,116.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Management Engineer
(Title)

By For: H.S. Coulter, P.E.
XXX

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 27, 1982

Federal-Aid Project
No. F-2-2(14)

Oregon Coast Hwy. at North Bay Dr. Section
Oregon Coast Highway in Coos County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Channelization (Sta. 222+75 to Sta. 235+00)

Mobilization		All Required	$ 1,915.00
Temporary Protection and Direction of Traffic		All Required	445.00
Temporary Signs	186 Sq. Ft.	6.96	1,294.56
Temporary Barricades	5 Each	20.00	100.00
Temporary Guard Rail, Type 1 Reflectorized	450 Lin. Ft.	7.00	3,150.00
Temporary Plastic Safety Markers	20 Each	15.00	300.00
Flagmen	550 Hour	17.17	9,443.50
Clearing and Grubbing		All Required	300.00
Removal of Structures and Obstructions		All Required	1,500.00
General Excavation	8,463 Cu. Yd.	2.43	20,565.09
Trench Excavation	75 Cu. Yd.	12.44	933.00
Coarse Aggregate Base	3,000 Ton	7.17	21,510.00
3/4"-0 Aggregate Base	530 Ton	7.17	3,800.10
Class "B" Asphalt Concrete	1,250 Ton	31.17	38,962.50
24-inch Culvert Pipe	10 Lin. Ft.	16.14	161.40
18-inch Culvert Pipe	126 Lin. Ft.	8.24	1,038.24
12-inch Culvert Pipe	42 Lin. Ft.	5.86	246.12
12-inch Sewer Pipe	58 Lin. Ft.	5.88	341.04
Concrete Manholes	1 Each	890.00	890.00
Concrete Inlets, Type D	1 Each	500.00	500.00
Concrete Inlets, Type G-2MA	1 Each	550.00	550.00
Guard Rail, Type 1	25 Lin. Ft.	15.00	375.00
Guard Rail, Type 2A	950 Lin. Ft.	10.00	9,500.00
Guard Rail, Type 3	50 Lin. Ft.	25.00	1,250.00
Guard Rail Anchors, Type 1	3 Each	350.00	1,050.00
Extra for Guard Rail Bridge Connections	2 Each	350.00	700.00
Rail End Pieces, Type 3	2 Each	90.00	180.00
Rail End Pieces, Type C	3 Each	100.00	300.00

Extra for Asphalt Approaches	5 Each	150.00	750.00
Concrete Barrier	200 Lin. Ft.	19.70	3,940.00
Delineators, Type 2	4 Each	25.00	100.00
Delineators, Type 3	6 Each	25.00	150.00
Delineators, Type 4	5 Each	25.00	125.00
Roadside Seeding and Mulching	1 Acre	1,483.50	1,483.50
			$127,849.05

Anticipated Item

Permanent Pavement Striping	All Required	$ 1,700.00
Temporary Pavement Striping	All Required	1,500.00
Permanent Signing	All Required	3,000.00
		$ 6,200.00
	SUBTOTAL	$134,049.05
	Engineering	18,096.95
	TOTAL	$152,146.00

Length of Project ---------- 0.00 miles

Federal Funds --------------$134,116.00
State Funds ---------------- 18,030.00
TOTAL $152,146.00

Group 1	100%
Contract No.	9581
Prefix:	6-1965 (P.E.)
Prefix:	006-1082

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: August 4, 1983

TO: Oregon Transportation Commission

AGENDA
J. 1983

14

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Oregon Coast Hwy. @ North Bay Drive Section
Oregon Coast Highway, Coos County
Contract No. 9581

This federal-aid grading and paving project is essentially complete and it is now evident that the final cost will exceed the project authorization by $40,000 or 26.3 percent.

During the course of the work several small slides developed, requiring removal of additional material and placement of rock material for slope protection. This work added $10,000 to the cost of the project. Also, during the excavation phase, the clay subgrade failed to support traffic as planned. An attempt was made to correct the situation through use of filter fabric under base material, but this was not successful. In order to cure the problem and provide a stable roadbed, it was necessary to treat the subgrade material with lime. These actions added approximately $9,000 to the cost of the project.

Asphalt paving material on the project overran because additional quantities were required for patching and to restore proper superelevation to the roadbed. This added more than $6,000 to the cost of the project.

Presence of a 16-inch water line was discovered in an area where guard rail posts were to be installed. In order to avoid the necessity to relocate the line, concrete barriers were installed in place of the guard rail. This also required construction of a special connection between the new barrier and the Haynes Inlet structure. These items added more than $5,500 to the cost of the project. In addition, relocation of an existing electrical service line to an advance warning sign added $4,000 to the cost of the project.

Additional construction engineering costs to cope with the additional work added $15,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase except $3,378 is eligible for federal participation.

I recommend that the authorization be increased by $40,000 to a new total of $192,145.67. This matter will be on the consent calendar for the August meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
Jim Gix
George Bell

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: August 1, 1983

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S. COULTER

SUBJECT: Request for Increase in Project Authorization
Oregon Coast Hwy. @ North Bay Drive Section
Oregon Coast Highway, Coos County
Contract No. 9581

This federal aid grading and paving project is essentially complete and it is now evident that the final cost will exceed the project authorization by $40,000.00 or 26.3 percent.

During the course of the work several small slides developed, requiring removal of additional material and placement of rock material for slope protection. This work added $10,000 to the cost of the project. Also, during the excavation phase, the clayey subgrade failed to support traffic as planned. An attempt was made to correct the situation through use of filter fabric under base material, but this was not successful. In order to cure the problem and provide a stable roadbed, it was necessary to treat the subgrade material with lime. These actions added approximately $9,000 to the cost of the project.

Asphalt paving material on the project overran because additional quantities were required for patching and to restore proper superelevation to the roadbed. This added more than $6,000 to the cost of the project.

Presence of a 16 inch water line was discovered in an area where guard rail posts were to be installed. In order to avoid the necessity to relocate the line, concrete barriers were installed in place of the guard rail. This also required construction of a special connection between the new barrier and the Haynes Inlet structure. These items added more than $5,500 to the cost of the project. In addition, relocation of an existing electrical service line to an advance warning sign added $4,000 to the cost of the project.

Additional construction engineering costs to cope with the additional work added $15,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase except $3,378 is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $40,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Jim Gix F. D. Morrison R. D. Church D. E. Swan

81-125-1387

7581

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oregon Coast Highway At North Bay Drive

WEEK ENDING: July 30, 1983

SECTION PREFIX: 6-1082

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: Oregon Coast Highway at North Bay Drive

KIND OF WORK: Grading and Paving

FEDERAL AID PROJECT NUMBER: F-2-2(14)

CONTRACTOR: Johnson Rock Products

CONTRACT NUMBER: 9581

ESTIMATED COMPLETION DATE: July 22, 1983

DATE OF CONTRACT: December 22, 1982

DATE WORK STARTED: February 9, 1983

WORK DAYS USED

AVERAGE FORCE ON PROJECT FOR THE WEEK.

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 155

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $152,145.67

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $140,081.26

ENGINEERING AUTHORIZATION: $12,064.41

THIS WEEK: 432.86

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $166,650.00

ENGINEERING COST TO DATE: $25,919.45

DATE PROJECT WAS COMPLETED: July 22,1983

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 19 %

PERCENT OF AUTHORIZATION: 215 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,463Cy.	3,530Tons			1,250 Tons
TOTAL QUANTITIES CORRECTED TO DATE	6,600Cy.	3,675Tons			1,432 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,600Cy.	3,675Tons			1,432 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK.

Project Complete

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24		0		
MONDAY 25		0		~~Project Complete~~
TUESDAY 26		0		
WEDNESDAY 27		0		
THURSDAY 28		0		
RIDAY 29		0		
TURDAY 30		0		

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CONSTRUCTION SECTION
CE CAE FOE OCS SCS SSO
OM CA LS TC FE CP

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oregon Coast Highway At North Bay Drive

WEEK ENDING: July 30, 1983

SECTION PREFIX: 6-1082

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: Oregon Coast Highway at North Bay Drive

KIND OF WORK: Grading and Paving

FEDERAL AID PROJECT NUMBER: F-2-2(14)

CONTRACTOR: Johnson Rock Products

CONTRACT NUMBER: 9581

ESTIMATED COMPLETION DATE: July 22, 1983

DATE OF CONTRACT: December 22, 1982

DATE WORK STARTED: February 9, 1983

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 155

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $152,145.67

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $140,081.26

ENGINEERING AUTHORIZATION: $12,064.41

THIS WEEK 432.86

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $166,650.00

ENGINEERING COST TO DATE: $25,919.45

DATE PROJECT WAS COMPLETED: July 22,1983

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 19 %

PERCENT OF AUTHORIZATION: 215 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					1,250 Tons
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,463Cy.	3,530Tons			1,432 Tons
TOTAL QUANTITIES CORRECTED TO DATE	6,600Cy.	3,675Tons			1,432 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,600Cy.	3,675Tons			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Project Complete

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24		0		
MONDAY 25		0		Project Complete
TUESDAY 26		0		
WEDNESDAY 27		0		
THURSDAY 28		0		
FRIDAY 29		0		
SATURDAY 30		0		

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AUG 2 1983
CONSTRUCTION SECTION
CE K
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	
MONDAY 25	
TUESDAY 26	
WEDNESDAY 27	
THURSDAY 28	
FRIDAY 29	
SATURDAY 30	

REMARKS

Projected Completed July 22,1983
Glenn Hossner, Wally Bryant, From the Federal Highway Administration, and J. X. Wilson, Region Construction Engineer, made the Final Inspection July 28,1983

SIGNED
F. D. MORRISON
LOCATION COQUILLE

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

July 11, 1983

CON

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

Time Extension Request
Oregon Coast Highway @ North Bay Drive
Contract No. 9581

Your request for additional contract time in which to complete the above project has been carefully reviewed. Your request for an additional 27 calendar days of contract time, from March 8 to April 4 is based upon your contention that the engineer is obligated to issue suspension of work orders and not charge contract time. We certainly do not agree with your reading of the contract in this respect. The contract clearly gives the engineer the authority to issue suspension of work orders for reasons "the engineer," not the contractor, "may deem necessary. . ." (see subsection 108.07 of the Standard Specifications).

Your request for the above additional contract time is accordingly denied.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager Frank Morrison.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations.

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
Frank Morrison w/att.

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: June 1, 1983

FROM: J. X. Wilson
J. X. WILSON
Region Construction Engineer

SUBJECT: Oregon Coast Hwy. @ N. Bay Dr.
Contract No. 9581

I concur with Morrison's analysis of the attached contractor's request for time.

There was ample time allowed so that Johnson really didn't have to open up the grade when he did. There were still 44 days left at last report and the project should be completed, even with the extra work required, well ahead of schedule.

jxw/cw
Attach.

cc Frank Morrison

7-5-83

W. E. Schwartz —

I concur with Region and ~~Resident~~ Project Mgr. to deny this request. The contractor bases his request on his contention that a suspension of work (and of day count) is mandatory if weather conditions are "unsuitable". Such is not the case and is not the wording of the contract. The engineer is to determine when a work suspension is required — not the contractor.

O. B. Jackmond

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CAE CA
FCE FS
CCS JUN [illegible] 1983 TC
SCS FE
SEO CONSTRUCTION SECTION CP

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-3-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-2(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10132

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/1/83

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Oregon Coast Highway at North Bay Drive Section

11. GENERAL DESCRIPTION OF WORK

Relocate exising electrical line for advance flashers on signal at north end of Bridge

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE, BID OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 4/1/83 as requested in Mr. Keasey's letter of 4/28/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,000 Federal Funds $1,763.

RECEIVED
STATE HWY ENGR
MAY 6 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 5/6

14. DATE 5/3/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (REV. 12-79) PREVIOUS EDITIONS MAY BE USED

1581

TRA 7

9N

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3   440-3399

DATE: July 30, 1982

TO: F.E. Terpin
Location Engineer

FROM: James J. Gix, P.E.
Region Construction Engineer

SUBJECT: Intersection Treatment
Oregon Coast Hwy. @ North Bay Drive
Hwy. 9 M.P. 233.38

1 Versteeg ✓
Anderson
2 Adams A
Sullivan
Terpin
[illegible]

RECEIVED
AUG 3 1982
ROAD DESIGN
SECTION

I have a copy of L.E. George's letter of July 15, 1982, indicating no justification for a left turn refuge at this location.

I should explain that we located and included a left turn refuge for two reasons: 1 - the Field Location Engineer recommended it and 2 - we had information indicating that Menasha was planning to take out a considerable cut of timber from their holdings on this road resulting in a use of 120 log trucks per day at this intersection during the periods that log hauling was taking place.

The purpose of this letter is to explain that Region is not pushing a left turn refuge at this location. We are pushing to improve this dangerous, unorthodox intersection and plan on constructing this improvement as shown on the Six Year Plan. We feel that dropping the bridge widening will bring the project into conformance with the estimates and we should proceed with this design to include a wide shoulder to serve as an escape for any left turn problems at present traffic levels.

NEM
BY FINAL DESIGN ENGINEER

jjg/cp

cc: L.E. George
F. Morrison

RECEIVED
AUG 02 1982
LOCATION
SECTION

Cpy-Bridge

REFERRED TO
Adams
By Location Engineer

9221

9w

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: Alfred Shirley
Region III Engineer

DATE: July 21, 1982

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: North Bay Drive Section
Oregon Coast Highway
Coos County

1 ✓
2

RECEIVED
1982
ROAD DESIGN SECTION
Do Not File
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Initials
Action

The attached letter of July 15 was prepared as a result of a query I made to Traffic concerning the necessity of a left turn refuge on the subject project.

The field estimate is $465,000 and the project is programmed for only $180,000 in the Six-Year Highway Improvement Program. Reviewing the proposal to reduce the cost revealed that structural work accounted for $220,000 of the eotal, and was necessitated by providing the channelization. sp

Traffic was asked to review the need for the channelization and their response was negative.

Unless you can supply some additional data in justification for the refuge, it will be deleted from the plans.

FET:ge
Attachment

cc E. S. Hunter w/attachment
J. H. Versteeg "
W. J. Hart "
L. E. George "

1 REM

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7

TO: F. E. Terpin ATTN:
Location Engineer George Wills

DATE: July 15, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Intersection Treatment
Oregon Coast Highway at North Bay Drive
US101 Highway No. 9 M.P. 233.38

As requested this office has considered the suggested treatment (left-turn refuge construction) for the subject location.

We find the number of left turns north to east from US101 to North Bay Drive to be less than 100 vehicles per day. The 1980 ADT at this location was 10,300 vehicles, therefore, the few turns being made must be made facing 5,000 oncoming vehicles and would have 5,000 trailing vehicles. There is a traffic signal 400 feet to the south that should provide gaps in northbound US101 traffic.

There have been seven reported accidents at this location during the period from January 1, 1977 to December 31, 1981. There was one fatality and 14 persons injured. There were four accidents in 1977, one in 1978, two in 1979 and no accidents in the last two years. Only two of the seven accidents involved the left-turn movement from the highway. One of these involved the fatal accident.

This location does not qualify for Title II Safety Funds.

This office cannot justify left-turn refuge construction, particularly since it would involve widening the Haynes Inlet structure. Other locations would have a greater need and a higher priority.

L. E. George - Traffic Engineer

GLC:ds

NOTED
E. S. HUNTER

RECEIVED
JUL 16 1982
LOCATION
SECTION

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

COLLISION DIAGRAM

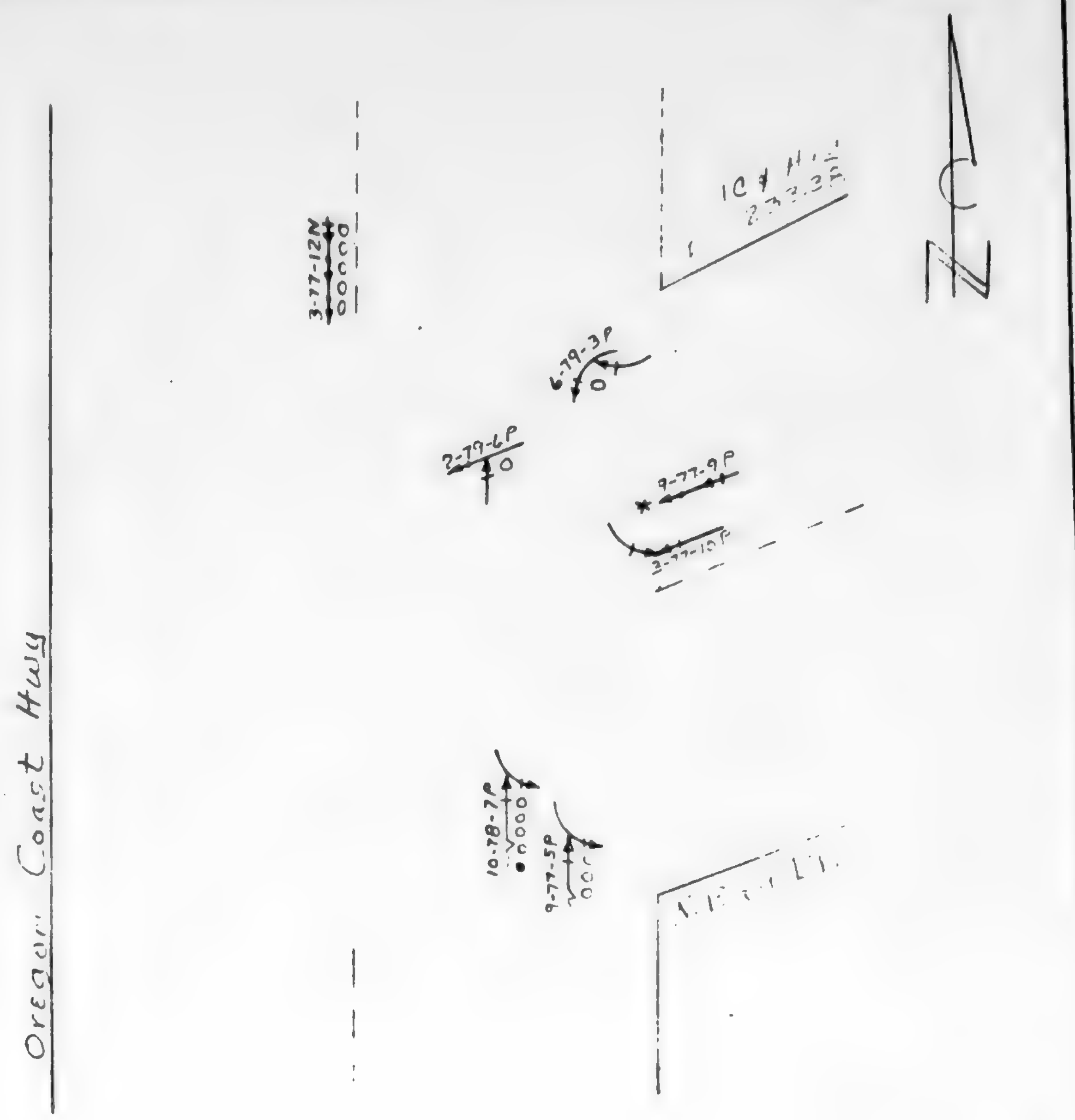
Compiled by SL Date 7-13-82

City ______ County Coos
Intersection of ______
and N. Bay Drive Connl
Highway and No. Oregon Coast Hwy 9-US101
M.P. 233.38 Period Fr. 1/1/77 To 12/31/81

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- ←+←+ Collision - Rear-end
- +→←+ Collision - Head-on
- ⤫ Collision - Sideswipe

Fatal!
10-15-78 7:00 PM
Rain, wet, Dark
1 Kill, 3 Inj
NBD car struck
SBD car Turning
Left.



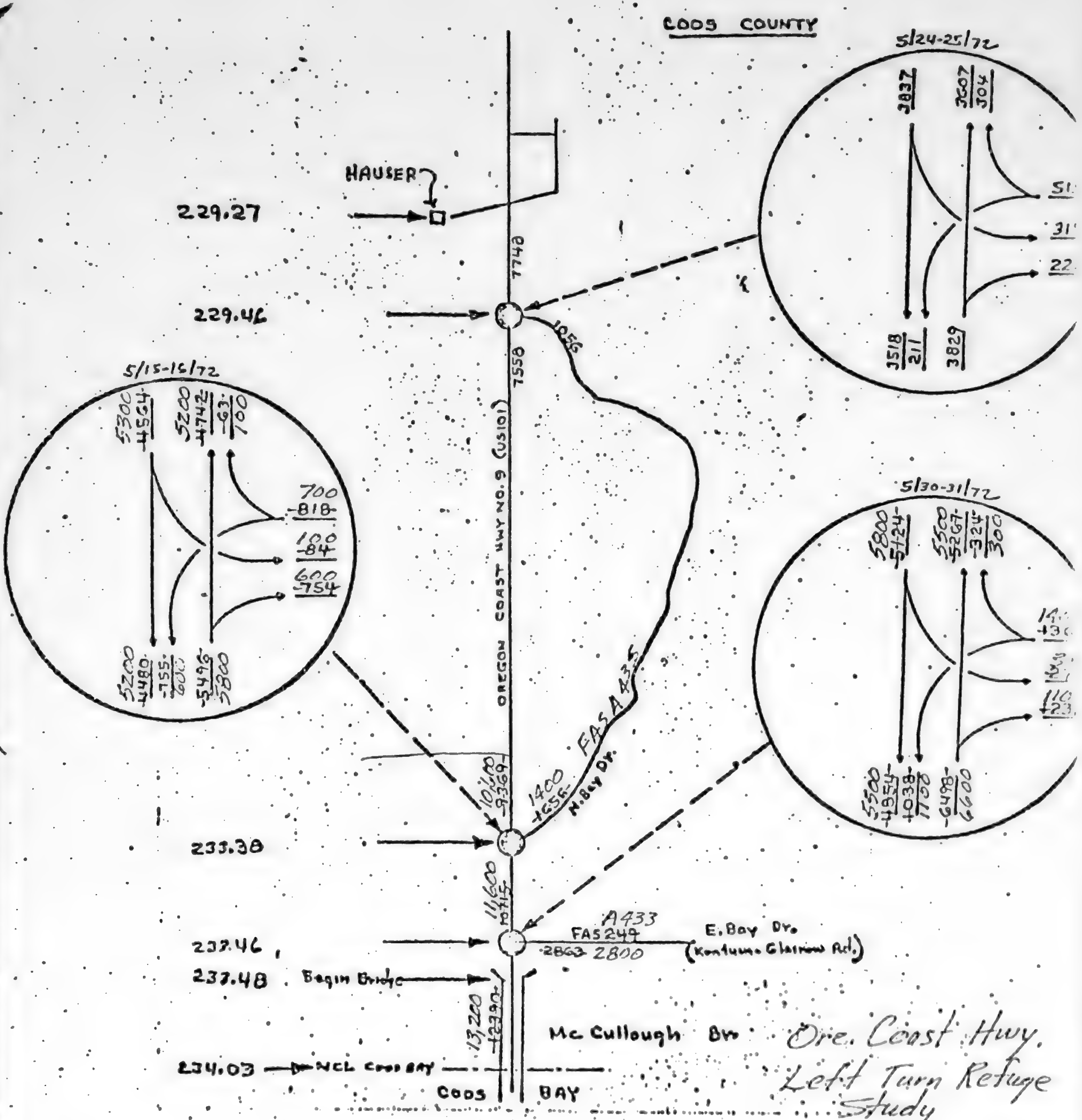
- ★ Awaiting Left Turn
- ◁----- Path of Pedestrian
- ← Path of Vehicle
- ←----- Path of Animal
- ←+— Vehicle Moving
- ←●- Vehicle Stopped
- ←+→ Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- ←▼▼ Vehicle Overturned
- ←⋀⋀ Vehicle Skidded

Day 3
Night 4
Total 7

|||| | 2

Collision Type	1977-1978				1979				1980								TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle						1		1										1		1
Head-on																		1	1	2
Rear-end		1	1	2																
Sideswipe																	1	2	1	4
Turning Movement	1	1	1	3		1		1												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL	1	2	2	5		2		2				0				0	1	4	2	7

TE Drw'g No 3139


COOS COUNTY
5/24-25/72
3837
3607
304
3518
211
3829
HAUSER
229.27
229.46
7748
7558
1056
OREGON COAST HWY NO. 9 (US101)
5/15-16/72
5300
4564
5200
4742
63
100
700
818
100
84
600
754
5200
4480
755
600
5496
5800
5/30-31/72
5800
5124
5500
5267
324
300
5500
4854
1038
1100
6498
6600
FAS A435
N. Bay Dr.
1400
1656
10,100
9369
233.38
11,600
233.46
A433
FAS 244
E. Bay Dr.
(Kentuck-Glasgow Rd.)
2863
2800
233.48
Begin Bridge
13,200
12390
McCullough Dr
234.03
NCL Coos Bay
COOS
BAY

Ore. Coast Hwy.
Left Turn Refuge Study
N. Bay Dr.
XXX = 1980 ADT
12/19/80

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-2-2(12)
Oregon Coast Highway @ N. Bay Drive Section
Coos Bounty (Your PRO 6-2)

Date: July 7, 1982

From: Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The Federal-Aid Program Data Sheet and other supporting data submitted with Mr. Swan's June 30, 1982, memorandum have been reviewed. It is our understanding that the South end of the Haynes Inlet structure will have to be widened in order to develop an adequate and functional intersection. Since this will result in work within the inlet, it appears that a 4-f Statement will have to be prepared and approved prior to further advancement of this project. For this reason, we are unable to approve the PR-1 or the acquisition of right-of-way as requested.

G. K. Hassner
for Dale E. Wilken

cc:
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
JUL 12 '82
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

June 30, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 10132
Project No. F-2-2(12)
Oregon Coast Hwy. @ N. Bay Drive Section
Coos County

Enclosed is project data consisting of PR-1 forms, sketch maps and right-of-way map 7B-12-15 for the subject project.

I request the following:

Authorization to proceed with the actual acquisition of file 52874 at an estimated total cost of $2,000 with an obligation of $1,763 in Federal funds. The area to be acquired consists of an easement as outlined in red on the enclosed right-of-way map. No relocation assistance is involved.

CL:bkc
Attachments

cc: J. Boyd
F. Lowe
General Files

[illegible] 9N

ROAD DESIGN SECTION 378-6553 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

June 10, 1982

J. H. Versteeg
Road Design Engineer

File 52874
Oregon Coast Highway
North Bay Drive Section
Oregon Coast Highway
Coos County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project, scheduled for October 21, 1982.

By ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

Versteeg
Anderson
Adams
Sullivan

RECEIVED
JUN [illegible] 1982
ROAD DESIGN
SECTION

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Action

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-18-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-2(9)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10132

2A. COUNTY NAME Coos

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/18/82

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Oregon Coast Highway at North Bay Drive Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XXX OTHER *(Specify)* Program change
See Below

13. REMARKS

As requested in Mr. Swan's letter of 5/4/82 I approve the revised Preliminary Engineering Costs to a TEC of $42,250 Federal Funds $37,255.

(Increase TEC $26,750 Federal Funds $23,588)

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STATE HWY ENGR
MAY 21 '82
REFER TO [illegible]
FOR
Info | [illegible] | R/D | DR | Sign | Act | File

14. DATE 5/18/82

15. SIGNATURE OF APPROVING OFFICIAL Valach

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: W. E. Schwartz, Assistant State
Highway Engineer for Operations

DATE: April 16, 1982

FROM: R. N. Bothman, Assistant State
Highway Engineer for Administration

SUBJECT: North Bay Drive
Oregon Coast Highway
Coos County

Region has requested that the North Bay Drive Project authorization be increased from $183,000 to $465,000.

I would appreciate your recommendations as to whether the project justifies the additional cost.

The problem is, if we add $300,000 to this project, somewhere we have to make up the difference. Also, my concern is when you double or triple the cost of a project, does it still maintain the same priority to utilize our funds.

I suggest you have the regions submit their requests for Six-Year Plan revisions, new projects, or project revisions to you for your approval, before they go to Program Management.

My objective is to build the Six-Year Program.

lb

Att.

cc E. S. Hunter
D. H. Moehring

Discussed w/ [illegible], 4/15/82. He will advise on substitution

Bothman - No approval necessary. When location comes in it should be reviewed by tech. services for scope, cost/benefit, alternates, etc.

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: W. E. Schwartz
Asst. State Highway Engineer

DATE: April 19, 1982

Alfred Shirley Jr

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

SUBJECT:

Regarding our telephone conversation of this date on our recommendation for additional funding for the North Bay Drive intersection project on the Oregon Coast Highway in Coos County, I would recommend the following:

Of the federal aid primary projects in the 6-year program for fiscal 1982 which are currently under contract, the planned programmed cost totals $5,509,000. The project authorizations for those projects total $5,029,656 for a difference of $479,344 which is almost a half million dollars of authorization less than programmed amount.

I recommend that these dollars be used to provide for the North Bay Drive intersection project.

Attached is a tabulation of the figures.

as/cw
Attach.

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STATE HWY ENGR
APR 20 '82
REFER TO
FOR
Info Inves R/D D k Sign Act File

Contains
Recycled
Materials
81-125-1387

SP*75683-125

Form 81-739-3040

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

6 Yr. Plan (FAP only)

Region 3

Fiscal 1982

Project Name	Project Cost Programmed	Project Cost Authorization
	$	$
Burnt Hill - Thomas Creek	1,425,000	1,453,146
Reedsport - Dean Creek	1,218,000	1,222,318
Shields Cr. - Mum Creek	1,311,000	761,192
Willamette [illegible]	363,000	371,282
Dexter Co. Line - [illegible] Cr	1,315,000	1,222,318
Total	$ 5,501,000	$ 5,029,656
Difference between programmed cost and Authorization	$ 471,344	

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: R. N. Bothman, Asst. State Highway Engineer for Administration

DATE: April 13, 1982

FROM: D. H. Moehring, P.E.
Program Management Engineer

SUBJECT: Oregon Coast Highway at
North Bay Drive
Oregon Coast Highway
Coos County

The subject project is in the Six Year Program and is currently scheduled for fiscal 2nd quarter 1983. The project was proposed to provide a left-turn refuge for southbound traffic and a safer access for northbound traffic turning right onto North Bay Drive.

An alternate design was developed which would require widening the Haynes Inlet structure on the westerly side. This alternate was developed to avoid a large cut into an unstable hillside. The alternate design increases the estimated cost from $183,000 to $465,000 primarily because of the structure work.

The Region has requested that this modification to the original project be funded with Primary money without deleting some other project in the Region from the Six Year Program.

I recommend Mr. Coulter's approval of this request since the original project purpose is unchanged.

DES:pf

cc: E. S. Hunter
F. E. Terpin

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APR 14 '82
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FOR
Info | Inves | R/D | D/x | Sign | Act | File

4-3-81

U. S. DEPARTMENT OF TRANSPORTA ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-2(9)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10132

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/81
8. FEDERAL ROUTE NUMBER Primary 2
9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:
Oregon Coast Highway at North Bay Drive Section Grad, Pav.

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
X☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $15,500 - F.F. $13,667
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated March 26, 1981.

RECEIVED
STATE HWY ENGR
APR 7 '81
REFER TO
Moehring

14. DATE 4/3/81
15. SIGNATURE OF APPROVING OFFICIAL G K Hess
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7521

9

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
11-14-80

PREFIX

1 - IDENTIFICATION

PROJECT NAME
Oregon Coast Hwy. @ North Bay Drive

HIGHWAY NAME Oregon Coast Highway	HIGHWAY NUMBER 9

REGION 3	ADMINISTRATIVE DISTRICT 7	COUNTY Coos	CITY
LENGTH 0.1	MILEPOST NUMBER 233.36 TO	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION
Prepare plans, Specifications and cost estimate, to construct a revised connection from North Bay Drive unto the Oregon Coast Highway.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakarlig

RECEIVED
FEB 11 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR VOLUME) 1979 Count 1978 Count 10,000-15,200 US101) (N.BayDr. 1,720)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☒	☐	☐
	PROPOSED	☐	☐	☐	☒	☐	☐

DESIGN SPEED (MPH) 35 - 50	DESIGN STANDARDS AASHto Minimum	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

Exceptions: Maximum Grade. Increase to 10%

APPROVED
Location Engineer
Date 2/4/81

FORM 734-1739 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 11 Ft. Each	Two 12 Ft. Each
SHOULDERS	3' Graveled	4' Paved
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	~~None~~ Shldr. Bikeway
INTERCHANGES		T Type Intersection
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☐	☒
Frontage Roads	☐	☐	☑
Traffic Signals	☐	☑	☐
Signing	☑	☐	☐
Illumination	☐	☑	☐
Structures	☐	☑	☐
Stage Construction	☐	☑	☐
Pedestrian Crossing	☐	☑	☐
Rest Area	☐	☑	☐
Truck Scale Site	☐	☑	☐
Landscaping	☐	☐	☑
Drainage	☐	☐	☒
River ________	☐	☑	☐
Stream ________	☐	☑	☐
Storm Sewer	☐	☑	☐
Sanitary Sewer	☐	☐	☑
Right of Way	☐	☑	☐
Simple Acquisition	☐	☑	☐
Complex Acquisition	☐	☑	☐
Relocations	☐	☑	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☑	☐
Access Control	☐	☑	☐
Railroad Crossing	☐	☑	☐
At Grade	☐	☑	☐
Separated	☐	☑	☐
Railroad Encroachment	☐	☑	☐
Permits	☐	☐	☑
Conditional Use	☐	☐	☑
Flood Plain	☐	☑	☐
Irrigation District	☐	☑	☐
Water District	☐	☑	☐
Drainage District	☐	☑	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☑
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☑	☐
DEQ NPS Water Pollution	☐	☑	☐
Building	☐	☑	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☑	☐	☐
Environmental Assessment	☐	☑	☐
Statewide Assessment	☑	☐	☐
Negative Declaration	☐	☑	☐
Environmental Impact Statement	☐	☑	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☑	☐
Public Hearing ____________	☐	☑	☐
Borrow Source	☐	☑	☐
Material Source	☐	☑	☐
Utilities	☑	☐	☐

Type Telephone, Cable & Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☑	☐
Soils Investigation	☑	☐	☐
Airport Clearance	☐	☑	☐
Economic Analysis	☐	☑	☐
Requires Field Survey	☑	☐	☐
Old Survey Available	☐	☐	☑
Requires Vicinity Map	☐	☑	☐
Requires Photogrammetry	☐	☑	☐
Requires Reconnaissance Survey	☐	☑	☐
Reconnaissance Available	☒	☐	☐
Design Review	☐	☑	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT OF WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	6	3
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT OF WAY DESCRIPTIONS		N/A
RIGHT OF WAY ACQUISITION		N/A
PS & E DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Aggregate Subbase -	15-inches	
Aggregate Base -	2-inches	
Asphaltic Concrete - - - - - - - - - - - - - - - - - - -	4-inches	
Future A.C. -	1.5-inches	

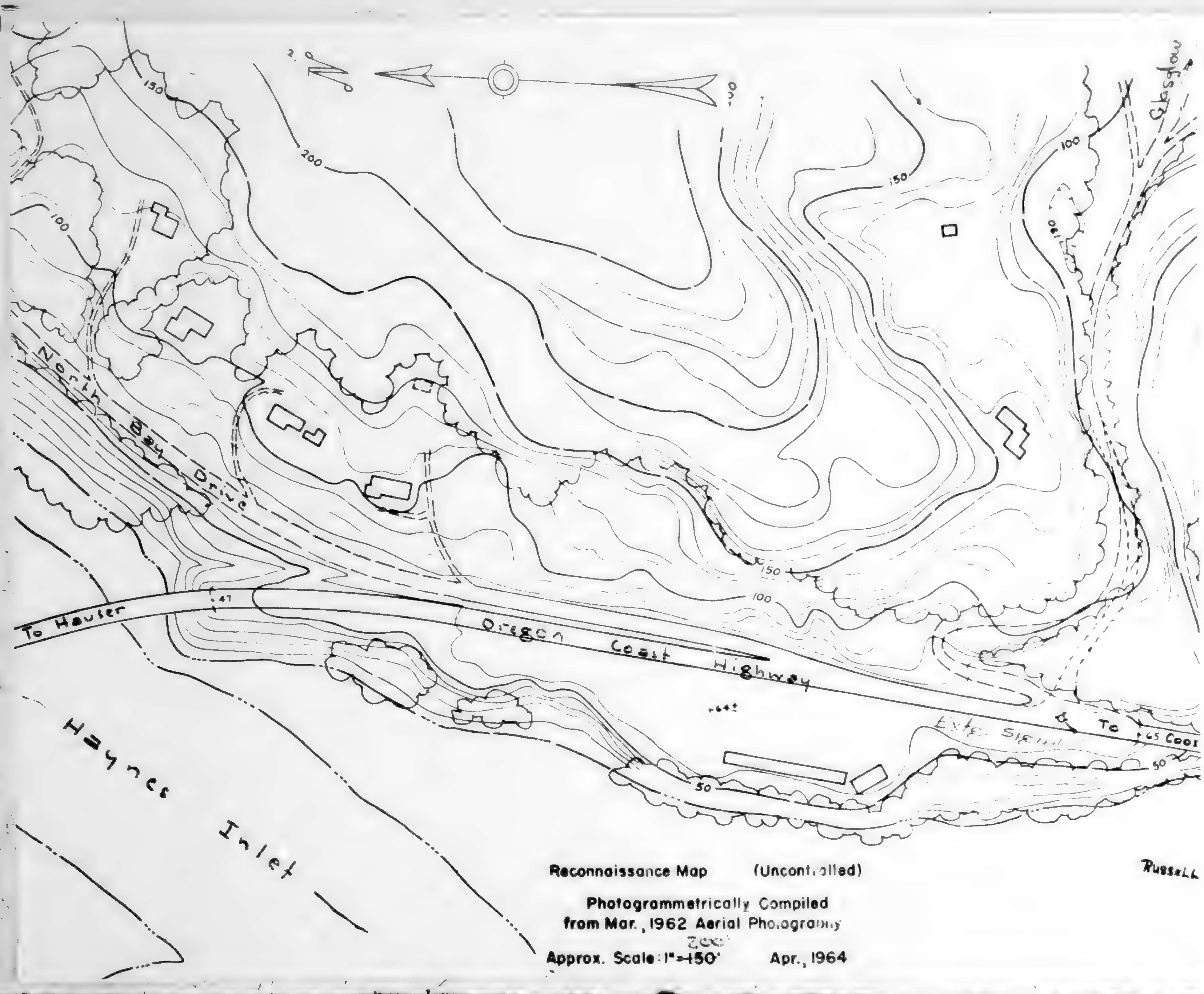
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING ....901....................	$18,500.00	15.500
RIGHT OF WAY		
TRAFFIC CONTROL		1.000
ILLUMINATION		
STRUCTURES		
RAILROAD .... '1964 Reconn. Update' ...		
ROADWAY		300.000
OTHER ______________________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		316.500

SUBMITTED BY H. D Morrison


To Hauser
Oregon Coast Highway
North Bay Drive
Haynes Inlet
Glasgow
To Coos
Exte. Siem
47
64
65
50
100
150
200
N

Reconnaissance Map (Uncontrolled)

Photogrammetrically Compiled
from Mar., 1962 Aerial Photography

200
Approx. Scale 1"=150' Apr., 1964

RUSSELL

1982 Oakland/Shady Hwy. at 9582
Elkton/Sutherlin Hwy. Sec. in
Sutherlin. (Grad, pav, & signals)

9582 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 3	REPORT NO. 1	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-110(5)
COMPLETION DATE (Actual) 7-15-8[illegible]	ACCEPTANCE DATE BY CONRTACT AGENCY 2-20-85	TIME ELAPSED 100 %	CONTRACT TIME 7-15-83

LOCATION

Oakland/Shady Hwy. at Elkton/Sutherlin Hwy. Intersection in Sutherlin

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
MAY 28 '85
REFER TO
Fredrickson
FOR
Info | Inves | R/O | D/R | Sign | Act | File

1. Description of Improvement as Programed:

   A. Construction of roadbed widening, cold plane pavement removal, aggregate base and asphalt concrete pavement. 5/28

   B. Construction of concrete inlets, driveways, ramps and curbs.

   C. Installation of traffic signals.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Roseburg Paving, Inc.

NOTED
W. E. SCHWARTZ

3. Contract Amount: $102,625.50

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE	DATE [illegible]	TITLE	DATE [illegible]

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

March 6, 1985

Fidelity and Deposit Co. of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

CON 5
#9582

Gentlemen or Ladies:

Contract No. 9582 awarded to Roseburg Paving, Inc., for work on the Oakland-Shady Highway at Elkton-Sutherlin Highway Section in Douglas County was completed on July 19, 1984, and accepted by the State Highway Division on February 19, 1985.

Final payment in the amount of $1,000.00 will be released to the contractor after March 11, 1985. The total contract amount is $99,831.96 including $5,330.04 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
cc: Roseburg Paving, Inc.
P. O. Box 1427
Roseburg, OR 97470

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James Gix

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Oakland-Shady Elkton-Sutherlin	WEEK ENDING August 11, 1984	SECTION PREFIX 110-1016
HIGHWAY Oakland-Shady	COUNTY Douglas	
NAME OF JOB Oakland-Shady @ Elkton-Sutherlin	KIND OF WORK Grading, Paving, Signals	
CONTRACTOR Roseburg Paving Inc.	CONTRACT NUMBER 9582	FEDERAL AID PROJECT NUMBER RS-110(5)
DATE OF CONTRACT Dec. 22, 1982	DATE WORK STARTED May 10, 1983	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 90	WORK DAYS USED CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE July 15, 1983	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 122,268.45		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 112,573.15	ENGINEERING AUTHORIZATION $ 9,695.30	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 100,816.26	ENGINEERING COST TO DATE $ 14,900.00	DATE PROJECT WAS COMPLETED: 7-15-83
ESTIMATED PERCENT: OVERRUN UNDERRUN Underrun 10 %	PERCENT OF AUTHORIZATION 154 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	200				870
TOTAL QUANTITIES CORRECTED TO DATE	265.9				622
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	265.9				622
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY	0				0
HOURS PER SHIFT	0				0

EQUIPMENT USED DURING THE WEEK:

0 Roller 0 Dump Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 05		0		
MONDAY 06		0		
TUESDAY 07		0		
WEDNESDAY 08		0		
THURSDAY 09		0		
FRIDAY 10		0		
SATURDAY 11		0		

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COE CM SA CC
CA AUG 13 1984 FE
CAM MA
CP CONSTRUCTION CCS
LEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 05	No Activity
MONDAY 06	No Activity
TUESDAY 07	No Activity
WEDNESDAY 08	No Activity
THURSDAY 09	No Activity
FRIDAY 10	No Activity
SATURDAY 11	No Activity

REMARKS

STATUS OF PROJECT; ALL WORK COMPLETE.
Sent in third Notification.

SIGNED Russell V. Bury LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Oakland-Shady Elkton-Sutherlin

WEEK ENDING: Feb.11, 1984

SECTION PREFIX: 110-1016

HIGHWAY: Oakland-Shady

COUNTY: DOUGLAS

NAME OF JOB: Oakland-Shady @ Elkton-Sutherlin

KIND OF WORK: Grading, Paving, Signals

CONTRACTOR: Roseburg Paving Inc.

CONTRACT NUMBER: 9582

FEDERAL AID PROJECT NUMBER: RS-110(5)

DATE OF CONTRACT: Dec. 22, 1982

DATE WORK STARTED: May 10, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 15, 1983

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 122,268.45

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

EXCLUSIVE OF ENGINEERING: $ 112,573.15

ENGINEERING AUTHORIZATION: $ 9,695.30

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 100,816.26

ENGINEERING COST TO DATE: $ 14,700.00

DATE PROJECT WAS COMPLETED: 8-3-83

ESTIMATED PERCENT: OVERRUN UNDERRUN UNDERRUN 10 %

PERCENT OF AUTHORIZATION: 152 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	200				870
TOTAL QUANTITIES CORRECTED TO DATE	265.9				622
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	265.9				622
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY	0				0
HOURS PER SHIFT	0				0

EQUIPMENT USED DURING THE WEEK:

0 Back Hoe, 0 Compressor, 0 Dump Truck, 0 Pick-up

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5		0		
MONDAY 6		0		
TUESDAY 7		0		
WEDNESDAY 8		0		
THURSDAY 9		0		
FRIDAY 10		0		
SATURDAY 11		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

5 SUNDAY	No Activity
6 MONDAY	No Activity
7 TUESDAY	No Activity
8 WEDNESDAY	No Activity
9 THURSDAY	No activity
10 FRIDAY	No activity
11 SATURDAY	No Activity

REMARKS

STATUS OF PROJECT; ALL CONTRACT WORK COMPLETE.
Extra Work Pending for drainage corrective work.

SIGNED Ronald V. Busey LOCATION Roseburg
Ronald V. Busey

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SPHF216

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-110(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10064

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-2-83

8. FEDERAL ROUTE NUMBER Secondary 110

9. STATE ROUTE NUMBER Secondary 235

10. GENERAL LOCATION:

OAKLAND/SHADY HIGHWAY AT ELKTON/SUTHERLIN HIGHWAY

11. GENERAL DESCRIPTION OF WORK

FURNISH SOFTWARE PROGRAM FOR TRAFFIC CONTROL SIGNAL

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement, if additional funds are required this will confirm the advance approval date of June 2, 1983 for the use of a State-furnished software program on the subject project as being cost effective at a TEC of $500 - FF $441 (SFO #2).

RECEIVED
STATE HWY ENGR
JUL 18 '83
REFER TO Potter
FOR
Info | Inves | R/D | D.R | Sign | Act | File

14. DATE 7-12-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Adminsitrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State: Oregon County: Douglas Project No.: RS-116(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oakland/Shady Hwy. at Elkton/Sutherlin Hwy.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-82	0.136
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 122,268.00	$ 107,778.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10 75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 28, 1982

Federal-Aid Project
No. RS-110(5)

Oakland/Shady Hwy. at Elkton/Sutherlin Hwy. Section
Oakland-Shady Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "M" 24+60 to Sta. "M" 20+04)(Sta. "C" 10+00 to Sta. "C" 12+60)

Mobilization		All Required	$ 2,500.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	149 Sq. Ft.	4.50	670.50
Temporary Barricades	2 Each	100.00	200.00
Temporary Plastic Safety Markers	10 Each	20.00	200.00
Flagmen	200 Hour	23.00	4,600.00
Removal of Structures and Obstructions		All Required	1,750.00
Cold Plane Pavement Removal	720 Sq. Yd.	11.50	8,280.00
General Excavation	200 Cu. Yd.	8.50	1,700.00
1"-0 Aggregate Base	340 Ton	15.00	5,100.00
Class "B" or Class "C" Asphalt Concrete	870 Ton	31.00	26,970.00
12-inch Sewer Pipe	30 Lin. Ft.	21.50	645.00
Concrete Inlets, Type CG-1	2 Each	500.00	1,000.00
Concrete Driveways	40 Sq. Yd.	30.00	1,200.00
Sidewalk Ramps	4 Each	200.00	800.00
Concrete Curbs	540 Lin. Ft.	5.25	2,835.00
Extra for Asphalt Approaches	8 Each	150.00	1,200.00
Adjusting Manholes	5 Each	250.00	1,250.00
Adjusting Inlets	3 Each	175.00	525.00
Capping Inlets	1 Each	200.00	200.00
			$ 62,125.50

Anticipated Items		
Permanent Pavement Striping	All Required	$ 3,100.00
	SUBTOTAL	$ 65,225.50
	Engineering	8,805.50
	TOTAL	$ 74,031.00

Type Code Y031
Signal (1 Location)

Traffic Signal Installation, Complete	All Required	$ 40,500.00
		$ 40,500.00

Anticipated Items

Signal Controller Testing and Turn-On	All Required	$ 2,000.00
	SUBTOTAL	$ 42,500.00
	Engineering	5,737.00
	TOTAL	$ 48,237.00

Length of Roadway ------------------ 0.136 mi.
Cost of Roadway Per Mile------------$544,345.58

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 74,031.00	$ 65,258.00	$ 8,773.00
Signal	48,237.00	42,520.00	5,717.00
TOTAL	$122,268.00	$107,778.00	$14,490.00

Group 1 96%; Group 8 4%
Contract No. 9582
Prefix: 110-1999
Prefix: 110-1016

HIGHWAY DIVISION - ODOT

LOC 19

FILE

December 15, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
December 16, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 16, 1982 on the following projects:

1. Pendleton Signal Improvement
   Pendleton-John Day Highway, Umatilla County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian and bicycle use.

2. Lakewood Bay (N. Shore) Bridge (Lake Oswego)
   N. Shore Road, Clackamas County
   Structure

   Twenty-one-foot roadway on approaches and structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Jewell Junction-M.P. 23.8
   Fishhawk Falls and Sunset Highways, Clatsop County
   Grading and Paving

   Intersection improvement and climbing lane construction. Twelve-foot lanes and four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Oregon Coast Highway @ North Bay Drive
   Coos County
   Grading and Paving

   Intersection improvement. Twelve-foot lanes with four-foot shoulders.

   Same as No. 3.

5. Oakland/Shady Highway @ Elkton/Sutherlin Highway
   Douglas County
   Traffic Signals

   Pedestrian signals and curb ramps will be installed for bicycle and pedestrian use.

6. Wilbur
   Oakland/Shady Highway, Douglas County
   Grading

   Vertical curve improvement. Twelve-foot lanes with four-foot shoulders.

   Same as No. 3.

7. Elanco Lane-Donovan Drive (Eugene)
   Norkenzie Road, Lane County
   Grading and Paving

   Fifteen-foot lanes with barrier protected, four-foot footpath/bicycle lane. Four-foot sidewalk instead of barrier on one side near end of project.

8. Steel Bridge-NW 14th Avenue (Portland)
   Front Street, Multnomah County
   Grading and Paving

   Four lanes with median. Five-foot sidewalk on one side for pedestrian use.

9. Sunset Highway-Walker Road
   NW 185th Avenue, Washington County
   Grading, Paving and Signals

   Four eleven-foot lanes with 12-foot median and a four-foot shoulder bikeway on each side. Pedestrian signals will be installed.

10. Lyons and Ellsworth Streets (Albany)
    Albany-Corvallis Highway, Linn County
    Grading and Paving

    Forty-two-foot curb-to-curb. New base and surfacing to be constructed between curbs.

    Same as No. 3.

RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell
   D. A. Ridings

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-110(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10064

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/23/82

8. FEDERAL ROUTE NUMBER Secondary 110

9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION:
Oakland/Shady Highway at Elkton/Sutherlin Highway

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 11/17/82 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
DEC 2 '82
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

14. DATE 11/23/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-110(5)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10064

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/10/82

8. FEDERAL ROUTE NUMBER Secondary 110

9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION: Oakland/Shady Highway at Elkton/Sutherlin Highway

11. GENERAL DESCRIPTION OF WORK Traffic signal and channelization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 11/4/82 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $143,000 Federal Funds $126,050 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
STATE HWY ENGR
NOV 12 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

11/12

14. DATE 11/10/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9514

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 4, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Data Submission
Item No. 10064
Project No. RS-110(5)
Oakland/Shady Hwy. @ Elkton/Sutherlin Hwy. Sec.
Douglas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on December 16, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $143,000 with an obligation of $126,050 in Federal funds in accordance with the approved Certification Acceptance Plan.

DRH:bks
Attachments
cc: Alfred Shirley (Region 3)
General Files

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-110(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10064

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/21/82

8. FEDERAL ROUTE NUMBER Secondary 110

9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION:
Oakland/Shady Highway at Elkton/Sutherlin Highway

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 6/7/82 I approve the revised Preliminary Engineering Costs to a TEC of $13,900 Federal Funds $12,252.

(Increase TEC $10,000 Federal Funds $8,815)

RECEIVED
STATE HWY ENGR
JUN 23 '82
REFER TO
[illegible]
FOR

Info	Inves	R/D	D.R	Sign	Act	File

14. DATE 6/21/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16 TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9742 234

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

11-20-80

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME Oakland-Shady Hwy @ Elkton-Sutherlin Hwy			
HIGHWAY NAME Oakland-Shady			HIGHWAY NUMBER 234
REGION 3	ADMINISTRATIVE DISTRICT 6	COUNTY Douglas	CITY Sutherlin
LENGTH 0.0	MILEPOST NUMBER 4.1 TO 4.2	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☐ NO — IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct two, two-phase signal systems at the intersections of the Oakland-Shady Hwy and the Elkton-Sutherlin Hwy

1 ✓
2 Do
3
4

RECEIVED

1980

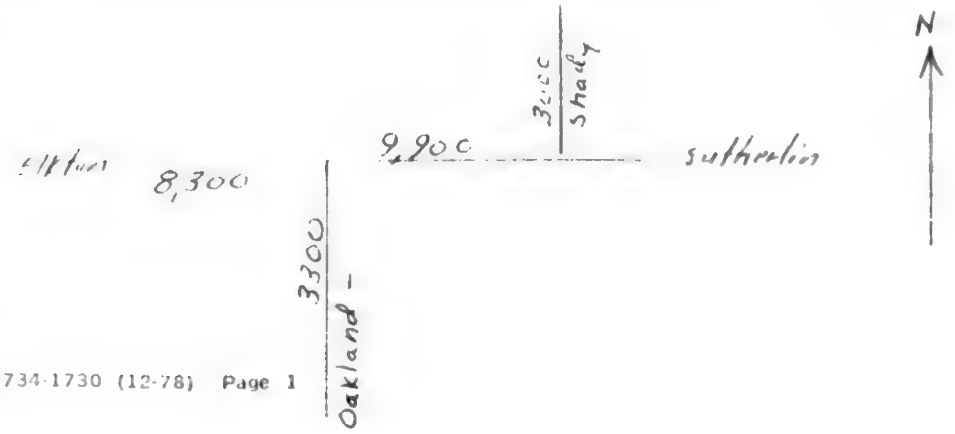
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) See below 1978	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☒	☐	☐
	PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH) 25	DESIGN STANDARDS	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY



APPROVED
Frank E. Perrin
Location Engineer
Date 11/20/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

3 - FEATURES	EXIST[illegible]MBER AND WIDTH	[illegible]ED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	Same
SHOULDERS	2 - 10'	"
MEDIANS	None	"
PARKING LANES	Parking on shoulders	"
SIDEWALKS	2 - 5'	"
BIKEWAYS	None	"
INTERCHANGES	None	"
OTHER		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	ES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☒	☐

Type ______________________

4 - WORK ITEMS

		TO BE PERFORMED BY	
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4)	1.5
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	H.I.P. '82 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Not applicable		

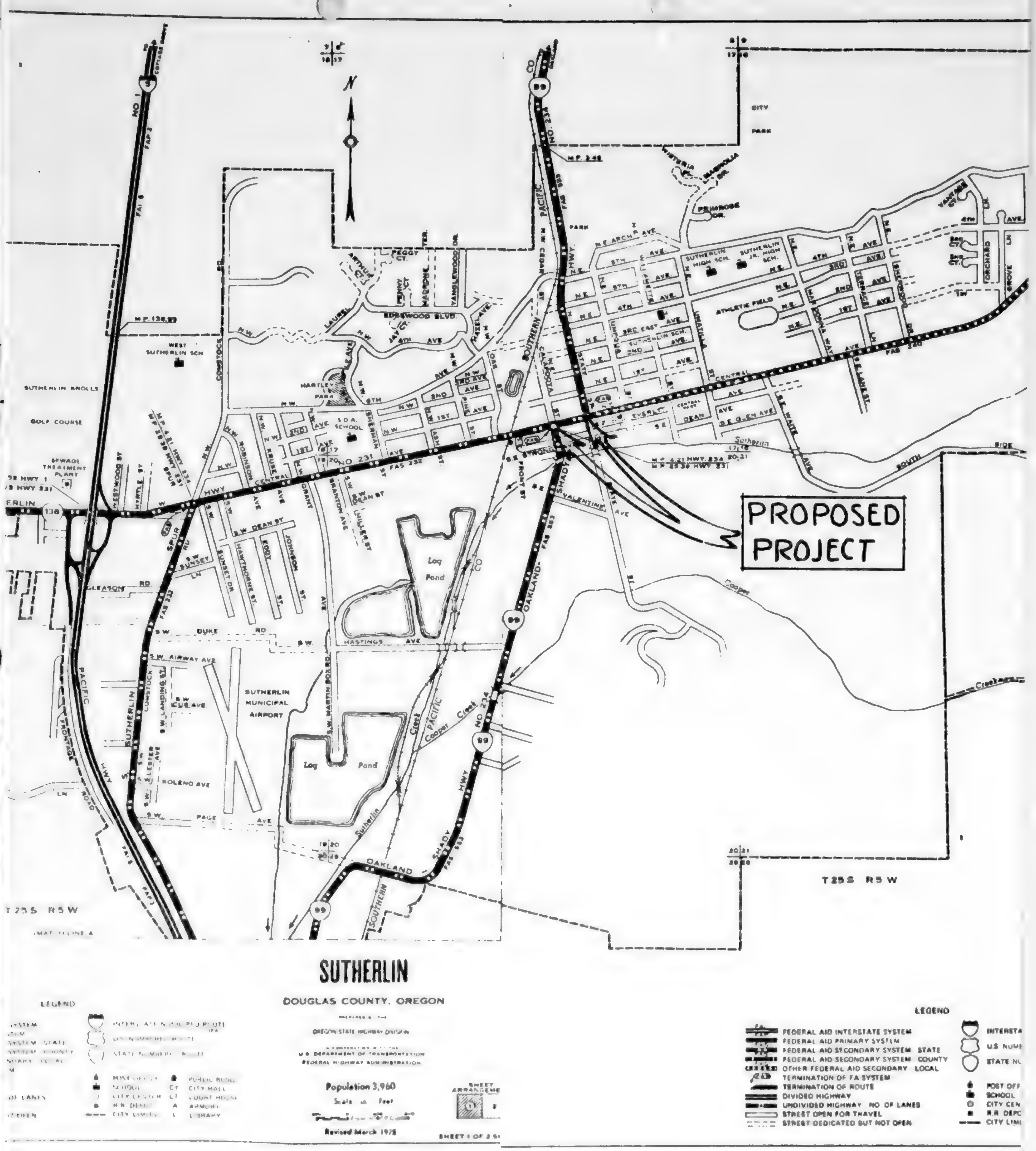
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		13.700
RIGHT OF WAY		
TRAFFIC CONTROL		2.700
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER ________________________________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	$80,000.00	

SUBMITTED BY ____


PROPOSED PROJECT
SUTHERLIN
DOUGLAS COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 3,960
Scale in Feet
Revised March 1975
SHEET 1 OF 2
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
N
CITY PARK
SUTHERLIN HIGH SCH.
SUTHERLIN JR. HIGH SCH.
ATHLETIC FIELD
WEST SUTHERLIN SCH
SUTHERLIN KNOLLS GOLF COURSE
SEWAGE TREATMENT PLANT
HARTLEY PARK
S.D.A. SCHOOL
SUTHERLIN MUNICIPAL AIRPORT
Log Pond
Log Pond
Cooper Creek
Sutherlin Creek
CENTRAL AVE
OAKLAND - SHADY HWY
PACIFIC HWY
T 25 S R 5 W

9582 AW 234N

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION
DEPT

378-6558
TELEPHONE

TO: Jack Sullivan
Specifications Engineer

DATE:

FROM:
Design Team Supervisor

SUBJECT: Footpath and Bicycle Trail Quantities for
Oakland/Shady Hwy @ Elkton/Sutherlin Hwy
Oakland - Shady Hwy
Douglas County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

ITEM	UNIT	QUANTITY
Sidewalk Ramps	Ea	4
Pedestrian Signal % ?		

Width ______ ______

Length ______ ______

cc: Don Shaffer
Duane Ridings
Bob Church
Don Trout ✓

1982 Wilbur Section of the 9583
Oakland-Shady Hwy.
(Grading and paving).

C&A 7634 - 4-22-82

HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, OH
MCGREGOR, TX-LOCUST GROVE, GA
U.S.A.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 27, 1984

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Cost Overrun
Buried Telephone Cable Relocation
Pacific Northwest Bell Telephone Co.
Wilbur Section
Oakland-Shady Highway
Douglas County
Project No. RS-110(4)

Reference is made to D.E. Swan's letter of November 11, 1982 which submitted an estimate of cost for the relocation of Pacific Northwest Bell Telephone Company's (PNB) buried telephone cable and to your Letter of Approval and/or Authorization, dated November 23, 1982 which approved participation in the estimated cost of $4,584. Copies of D. E. Swan's letter and your PR-1240 are attached.

The relocation of the buried telephone cable has been completed and a final billing of cost, in the amount of $4,886.12, received. The final cost of $4,886.12 exceeds the estimated cost of $4,583.89 by $302.23 or 6.59%. The overrun was due entirely to labor costs exceeding the estimated labor costs. The total labor cost is not considered excessive for the work done.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. PNB has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

This is to advise you that the Highway Division will pay the final relocation cost of $4,886.12 on a federal participating basis.

JMC/nv
Attach.
cc: ~~E.~~ W. Hunter
Wayne F. Cobine
J. E. Christopherson
Rich Evens, Hwy. Acct.
C. O. Fredrickson - w/OFW#1 Revised

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
APR 30 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

234

ROAD DESIGN SECTION 378-6558

James J. Gix
Region 3 Engineer, ROSEBURG

April 5, 1984

W. H. Wakerlig
Right of Way Descriptions Supervisor

Wilbur Section
Oakland-Shady Highway
Douglas County

We are forwarding herewith a reproducible map (part of map 8B-26-7) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section or Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Vince Carrow
Sr. Design Draftsman

VC:rlr
Attachment

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9583

RECEIVED
STATE HWY ENG
APR 2 '84
REFER TO
Fredrickson
FOR:
Info | Inves | R/D | D/R | Sign | Act

REGION NO. 10	REPORT NO.	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT March 21, 1984	REPORT MADE BY C.O.Fredrickson, Construction Engineer		PROJECT NO. RS-110(4) 4/13
COMPLETION DATE August 15, 1983	ACCEPTANCE DATE BY CONTRACT AGENCY December 14, 1983	TIME ELAPSED 90 %	CONTRACT TIME 67.5 CD
APPROVED EXTENSIONS	LOCATION Wilbur Section of the Oakland-Shady Highway.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

    A. Construction of roadbed grading, treated base and asphalt concrete pavement.

    B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Henry H. Miller Contractor Inc.

3. Contract Amount: $118,146.43

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) Deasey

Title Acting Construction Engineer

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 3/26/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

January 9, 1984

Surety Insurance Co. of California
2250 West Whittier Blvd.
La Habra, CA 90631

CON 5
#9583

Gentlemen or Ladies:

A post-final payment for $194.19 will be made to Henry H. Miller Contractor, Inc. on Contract No. 9583 for work on the Wilbur Section of Oakland-Shady Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $122,552.58 including the post-final payment. Of the total $672.37 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Henry H. Miller Contractor, Inc.
PO Box 646
Wilbur, OR 97494

bc: C. T. Keasey
Walt Hart
James J. Gix

December 21, 1983

Surety Insurance Co. of California
2250 W. Whittier Blvd.
La Habra, CA 90631

CON 5
#9583

Gentlemen or Ladies:

On December 16, 1983, we wrote to you concerning release of final payment on Contract No. 9583 awarded to Henry H. Miller Contractor, Inc. for work on the Wilbur Section of the Oakland-Shady Highway in Douglas County.

Final payment on this contract is $1,678.02. The total contract amount is $122,358.39 including $678.18 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Henry H. Miller Contractor, Inc.
PO Box 646
Wilbur, OR 97494

bc: C. T. Keasey
Walt Hart
James J. Gix

95

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

16 No Activity

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Wilbur

WEEK ENDING: OCT 22, 1983

SECTION PREFIX: 110-1017

HIGHWAY: Oakland-Shady

COUNTY: DOUGLAS

NAME OF JOB: Wilbur Section

KIND OF WORK: Grading & Paving

CONTRACTOR: Henry Miller Contr Inc.

CONTRACT NUMBER: 9583

FEDERAL AID PROJECT NUMBER: RS-110(4)

DATE OF CONTRACT: Dec. 22, 1982

DATE WORK STARTED: June 6, 1983

ESTIMATED COMPLETION DATE: Aug. 15, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 75

WORK DAYS USED

CALENDAR DAYS USED 67.5

PROJECT AUTHORIZATION: $ 178,815.20

SPECIFIED COMPLETION DATE: Aug. 31, 1983

PERCENT OF TIME ELAPSED: 90

EXCLUSIVE OF ENGINEERING: $ 164,636.02

ENGINEERING AUTHORIZATION $ 14,179.18

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 157,608.53

ENGINEERING COST TO DATE $ 17,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT: OVERRUN UNDERRUN underrun 4%

PERCENT OF AUTHORIZATION 124%

DATE PROJECT WAS COMPLETED: 8-15-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	CTB	
		100		100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~OIL & BITUMINOUS MACADAM~~ CTB	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17,550		2,400		1,050
TOTAL QUANTITIES CORRECTED TO DATE	17,087		2,631		1,108
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17,087		2,631		1,108
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0		0		0
NUMBER OF SHIFTS PER DAY	0		0		0
HOURS PER SHIFT	0		0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16		0		
MONDAY 17		0		
TUESDAY 18		0		
WEDNESDAY 19		0		
THURSDAY 20		0		
FRIDAY 21		0		
SATURDAY 22		0		

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RECEIVED
OCT 27 1983
CONSTRUCTION SECTION

OM
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TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

16 SUNDAY	No Activity
17 MONDAY	No activity
18 TUESDAY	No Activity
19 WEDNESDAY	No activity
20 THURSDAY	No activity
21 FRIDAY	No Activity
22 SATURDAY	No Activity

REMARKS

Project Status: Work completed.

NEEDED FOR 3RD NOTIFICATION:
Certification of completion & request for inspection

SIGNED Ronald V. Busey LOCATION Roseburg
Ronald V. Busey

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

CON

January 26, 1983

Gordon G. Carlson
Attorney at Law
435 S.E. Main
Roseburg, OR 97470

Wilbur Section of Oakland-Shady Highway
Project No. RS-110(4)

In your letter of January 11, you expressed concern for the "prior rights" of Umpqua Basin Water Association. The protection of the prior rights of the District will be a guarantee through the permit process that in the event the District is ever asked to relocate their facilities in the future, because of highway construction, that such relocation costs will be borne by the Highway Division.

In reply to the specific questions that you have asked, please be advised that the Highway Division will make sure that the fence is constructed in such a location that it will not interfere with the uncovering of the water main should that ever become necessary.

As regards the 30 inches of cover over the line, the Highway Division will provide in the permit that it issues, that should the cover slough off, that it will reestablish it to a depth of thirty inches.

The Highway Division in its specifications requires that the contractor be responsible for any damages to facilities located on Highway right-of-way and we will do everything we can to require the contractor to reimburse the District for any damages done during construction. The Highway Division cannot agree at this time that it will be responsible for repairing the damages to the line or damage to any third parties, but it does by contract place that responsibility on the contractor and will do everything to require the contractor to live up to that responsiblity.

We believe this should clarify our position on those points which are of concern to you, and hope that there will be no problems regarding the facility.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

COF:st

bc James J. Gix
J. L. Sollis

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: January 25, 1983

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Wilbur Section - Oakland-Shady Highway
Umpqua Basin Water Association Concerns

The proposed reply to Mr. Carlson as drafted by Mr. Gix is in my frank opinion, and between you and me, a typical bureaucratic answer that doesn't tell the attorney anything.

The attorney asks some specific questions for which I think he is entitled to specific answers.

My suggestion for the reply to the attorney, if in fact, the Highway Division wishes to commit themselves to it, and I frankly think they should, would be as follows:

> The protection of the prior rights of the District will be a guarantee through the permit process that in the event the District is ever asked to relocate their facilities in the future, because of highway construction, that such relocation costs will be borne by the Highway Division.
>
> In reply to the specific questions that you have asked, please be advised that the Highway Division will make sure that the fence is constructed in such a location that it will not interfere with the uncovering of the water main should that ever become necessary.
>
> As regards the 30 inches of cover over the line, the Highway Division will provide in the permit that it issues, that should the cover slough off, that it will reestablish it to a depth of 30 inches.
>
> The Highway Division in its specifications requires that the contractor be responsible for any damages to facilities located on Highway right of way and we will do everything we can to require the contractor to reimburse the District for any damages done during construction. The Highway Division cannot agree at this time that it will be responsible for repairing the damages to the line or damage to any third parties, but it does by contract place that responsibility on the contractor and will do everything to require the contractor to live up to that responsibility.

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

I would suggest that, omitting my caustic comments, the answer that I have proposed be sent down to Mr. Gix for approval and if he accepts my precise answers as opposed to the vague ones then that is the answer you can make, or if you should decide that my precise answers are appropriate after a telephone conversation with Mr. Gix then you could issue the letter reflecting the specific answers.

JLS:lt

GORDON G. CARLSON
ATTORNEY AT LAW
435 S. E. MAIN
ROSEBURG, OREGON 97470

PHONE 672-4742

P. O. BOX 357

January 11, 1983

RECEIVED
STATE HWY ENGR
12 '83
REFER TO
FOR

Please send
your draft
through Sollers'
office
R
cy Sollers

Department of Transportation
Highway Division
Transportation Building
Salem, OR 97301

Re: Wilbur Section of Oakland-Shady Hwy.
Project No. RS-110(4)

I represent Umpqua Basin Water Assoçiation. The Association owns an eight inch water line which runs along the easterly side of the section of the Oakland-Shady Highway which is being reconstructed. The line is on an easement which lies outside your old right-of-way, but inside the new right-of-way. The easement is recorded in Book 379, Page 871, Records of Douglas County, Oregon.

The Association has been assured that its "prior rights" will be protected. Can you tell me exactly what this means in regard to respective rights and responsibilities?

For example, the new fence line is almost squarely on top of the water line. In many places, the fence would have to be moved if it became necessary to uncover the water line. Is it clearly established that the Highway Department will pay the expense of moving the fence if it becomes necessary in repairing the water line?

As another example, the Association is required to provide at least thirty inches of cover over this line. If the new bank should slough off and the cover should be less than thirty inches, is it clearly established that the Highway Department will replace the cover?

If the water line is damaged during the course of construction, is it clearly established that the Highway Department will pay the cost of repairing the line, and be responsible for any damages that might be caused by the break in the line?

If the water line should later be damaged by some cause traceable to the construction, is it clearly established that the Highway Department will be responsible for repairing the damage to the line and any damage or injuries to third parties that might be caused?

Thank you for your courtesies.

Very truly yours,

Gordon G Carlson

GORDON G. CARLSON

GGC:cl

cc: Umpqua Basin Water Association

9583

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-199	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State: Oregon County: Douglas Project No.: RS-110(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wilbur Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-82	0.250
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 178,815.00	$ 157,625.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 28, 1982

Federal-Aid Project
No. RS-110(4)

Wilbur Section
Oakland-Shady Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 2185+50 to Sta. 2198+70)

Mobilization			All Required	$ 4,229.48
Temporary Protection and Direction of Traffic			All Required	3,715.00
Temporary Signs	235	Sq. Ft.	5.27	1,238.45
Temporary Barricades	6	Each	85.00	510.00
Flagmen	120	Hour	1.00	120.00
Clearing and Grubbing			All Required	1,000.00
General Excavation	17,550	Cu. Yd.	1.85	32,467.50
Treated Base	2,400	Ton	17.00	40,800.00
Aggregate Shoulders	400	Ton	10.00	4,000.00
Class "B" Asphalt Concrete	1,050	Ton	27.00	28,350.00
18-inch Culvert Pipe	80	Lin. Ft.	13.00	1,040.00
Delineators, Type 2	16	Each	11.00	176.00
Roadside Seeding and Mulching	2	Acre	0.00	0.00
				$118,146.43

Anticipated Items

Railroad Protective Costs	All Required	$ 2,500.00
Permanent Pavement Striping	All Required	1,900.00
Work by Pacific N.W. Bell	All Required	5,000.00
Work by Pacific Power & Light	All Required	30,000.00
		$ 39,400.00
	SUBTOTAL	$157,546.43
	Engineering	21,268.57
	TOTAL	$178,815.00

Length of Project -------------- 0.250 mi.
Cost of Roadway Per Mile--------$715,260.00

Federal Funds (88.15%)----------$157,625.00
State Funds -------------------- 21,190.00
TOTAL $178,815.00

Group 1 100%
Contract No. 9583
Prefix: 110-1995
Prefix: 110-1017

9

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-110(4) D

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10010

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/23/82

8. FEDERAL ROUTE NUMBER Secondary 110

9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION:
Wilbur Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 11/17/82 and contingent upon modification of your Project Agreement Estimate, you are authorized to proceed with the actual adjustments to Pacific Northwest Bell Telephone Company's buried telephone lines on an actual cost basis estimated to be TEC $4,584 Federal Funds $4,042.17.

I approve the Agreement with Pacific Norhtwest Telephone Co.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
NOV 30 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
11/30

14. DATE 11/23/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-110(4) 6

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10010

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/22/82

8. FEDERAL ROUTE NUMBER Secondary 110

9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION:
Wilbur Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW.

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility adjustment
See below

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required you are authorized, as requested by Mr. Swan's letter of 11/17/82, to proceed with the actual adjustments to Pacific Power and Light Company's aerial power line relocation on an actual cost basis estimated to be $29,690 Federal Funds $26,180.64.

I approve the Agreement with Pacific Power and Light Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
NOV 30 '82
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 11/30

14. DATE 11/22/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

ROW 18-4

November 17, 1982

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: for J L Gaither
D. E. Swan
Program Control Engineer

SUBJECT: Aerial Power Line Relocation
Pacific Power & Light Company
Wilbur Section
Oakland Shady Highway
Douglas County
Project No. RS-110(4)

Here are copies of estimates of cost to adjust Pacific Power and Light Company facilities, dated June 21, 1982, and a sketch showing their proposed relocation.

A certification prepared by John Christopherson as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated February 2, 1982 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $29,690.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
J. E. Christopherson

75-3

ROW 18-4

November 17, 1982

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Act

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

for J L Gaither

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Buried Telephone Cable Relocation
Pacific Northwest Bell Telephone Co.
Wilbur Section
Oakland Shady Highway
Douglas County
Project No. RS-110(4)

Here is a copy of anlump sum estimate of cost to adjust Pacific Northwest Bell's (PNB) buried telephone facilities dated July 8, 1982, and a sketch showing their proposed relocation.

A certification prepared by J. E. Christopherson as to the PNB's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to PNB dated February 2, 1982 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the PNB's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provision of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,584.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
J. E. Christopherson

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-110(4) C
2. STATE PROJECT NO. See below
2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10010

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/10/82
8. FEDERAL ROUTE NUMBER Secondary 110
9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION:
Wilbur Section

11. GENERAL DESCRIPTION OF WORK
Grade and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 11/1/82 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $276,000 Federal Funds $243,290 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
STATE HWY ENGR
NOV 12 '82
REFER TO Moehring
FOR O

Info	Inves	R/D	D/R	Sign	Act	File

Orig
11/[illegible]

14. DATE 11/10/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

PRO 6-2

Date: November 1, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Data Submission
Item No. 10010
Project No. RS-110(4)
Wilbur Section
Douglas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on December 16, 1982.

I request authorization to proceed with action necessary to advance the physical construction provided for by the project at an estimated total cost of $276,000 with an obligation of $243,290 in Federal funds in accordance with the approved Certification Acceptance Plan.

A copy of the State Clearinghouse A-95 review conclusions were previously submitted.

DRH:bks
Attachments

cc: Alfred Shirley (Region 3)
✓ General Files

Form 734-3122

7-13

10335
Anthony J George Jr
July 16, 1979
ANTHONY J. GEORGE JR.

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Wilbur Section
Highway Oakland-Shady
County Douglas

Preparer Lee Doss
Date 6/3/82
City -

Project Description: The project will correct a severe deficiency in sight distance by removing a sharp crest vertical curve. A cut 15' at the deepest portion will be made with subsequent repaving. Horizontal alignment will not be changed. This is a type 1-B project as classified in FHPM 7-7-3.

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
7 Trout
Wakerlig

RECEIVED
JUN 22 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Existing Land Use Activities: A fertilizer plant is located at the southerly end of the project 150 feet from the centerline of the highway. The remainder of land adjacent to the project is vacant.

TRAFFIC DATA AND PREDICTED NOISE LEVELS
Peak Truck Hour

	Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 62 dBA (Dist. from Rd. ℄)
			(vehicles per hour)			
1982	(Existing)	165	15	4	55	71 ft.
2002	(No-Build) (Build)	230	21	6	55	90 ft.

Existing Sound Levels: No noise measurements were taken.

Traffic Noise Impacts: None.

Traffic Noise Mitigation: None warranted.

Construction Noise: Earthmoving equipment and possible blasting.

Impacts: None anticipated on project. Time constraints will not be necessary on this project except for hauling operations beyond the project limits.

Mitigation: (See Attachment).

Local Coordination:

A copy of this report will be sent to Douglas County for planning purposes along this highway. Development within the 90 ft. noise contour should be considered for traffic noise mitigation by planners. Responsibility for noise mitigation in future developments adjacent to the project will rest with the County and the developer.

STATE OF OREGON

EPARTMENT OF TRANSPORTATION

STATE HIGHWAY DIVISION

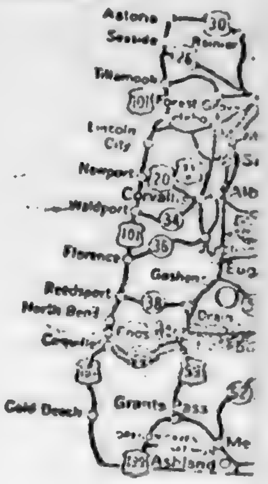
PLANS FOR PROPOSED PROJECT

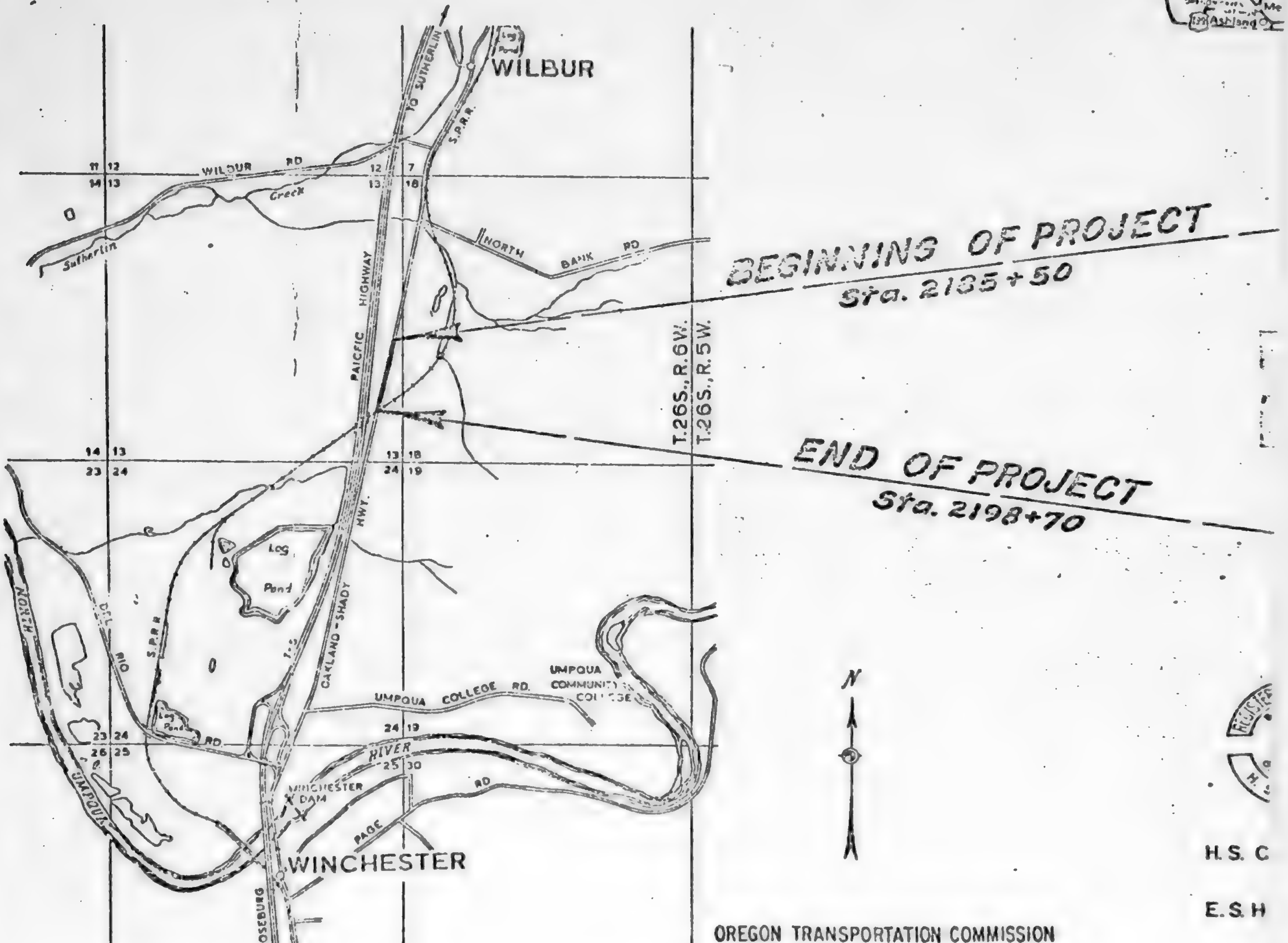
PRELIMINARY COPY
JAN 21 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

FED ROAD Div. No
10

FAS

WILBUR SECTION
OAKLAND - SHADY HIGHWAY
DOUGLAS COUNTY


Astoria
30
Seaside
Rainier
26
Tillamook
101
Forest Grove
Lincoln City
Newport
20
Corvallis
Waldport
34
101
36
Florence
Goshen
Eugene
Reedsport
38
North Bend
Coquille
Gold Beach
Grants Pass
199
Ashland


WILBUR
Log Pond
TO SUTHERLIN
S.P.R.R.
11 12
14 13
WILBUR RD
Creek
Sutherlin
12 7
13 18
NORTH BANK RD
PACIFIC HIGHWAY
BEGINNING OF PROJECT
Sta. 2135+50
END OF PROJECT
Sta. 2198+70
T.26S., R.6W.
T.26S., R.5W.
14 13
23 24
13 18
24 19
HWY.
Log Pond
OAKLAND - SHADY
I-5
S.P.R.R.
DEL RIO
NORTH UMPQUA
Log Pond RD
UMPQUA COLLEGE RD.
UMPQUA COMMUNITY COLLEGE
23 24
26 25
24 19
RIVER
25 30
WINCHESTER DAM
RD
PAGE
WINCHESTER
TO ROSEBURG
N

Sketch Map

Scale 0 1500 3000 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

Attachment

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. No ~~pile-driving or~~ blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.
5. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

C

April 22, 1982

Douglas County Board of Commissioners
1036 S.E. Douglas
Roseburg, OR 97470

AGR 4-2

Attention: Doris Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2634

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a letter-form agreement concerning the use of county roads for detour purposes during construction of the Wilbur Section of the Oakland-Shady Highway, No. 234.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-110(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10010

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-26-82	8. FEDERAL ROUTE NUMBER Secondary 110	9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION: Wilbur Section

11. GENERAL DESCRIPTION OF WORK: Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 1-14-82 you are now authorized to proceed with the actual acquisition of files 52428 and 52429 as shown on R/W map 8B-26-7 at a TEC of $25,000 - Federal Funds $22,045.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
JAN 28 '82
REFER TO [illegible]
FOR
Info Inves R/D D-R Sign [✓ Act] File

1-29-82

14. DATE 1-26-82	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 14, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10010
Project No. RS-110(3)
Wilbur Section
Douglas County

Enclosed is project data consisting of PR-1 forms, sketch maps, and right of way map 8B-26-7 for the subject project.

I request the following:

1) Authorization to proceed with the actual acquisition of files 52428 & 52429 at an estimated total cost of $25,000 with an obligation of $22,045 in federal funds. The areas to be acquired are as outlined in red on the enclosed right of way map. No relocation assistance is involved.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

CL:bkc
Attachments

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-110(1)
Oakland-Shady Highway
Wilbur Section, Douglas County

Date: January 8, 1982

From: Division Administrator

Reply to Attn. of: HFO.3-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Versteeg's January 4, 1982, letter requests approval to modify the project standards on the subject section of highway. Based on the information submitted, this request is considered acceptable for the existing conditions and is approved.

G.K. [illegible]
for Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Dsgn)

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO
FOR
Info | Inves | R/D | D.R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 4, 1982

In Reply Refer to
File No.: DES 16

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Wilken:

Wilbur Section
Oakland-Shady Highway
Douglas County
Project RS-110(1)

The prospectus for the subject project indicates a proposed typical section of 12-foot lanes and 6-foot shoulders (M.P. 10.2-M.P. 11.0). Evaluation of existing adjacent sections of highway indicate 11-foot lanes with 4-foot shoulders. This section prevails from M.P. 6.7 to M.P. 12.0.

In order to maintain a uniform operating environment through this segment, we recommend reducing the project section to 12-foot lanes with 4-foot shoulders which will conform to adjacent sections of highway. We recommend retaining the 55 MPH design for the correction of the vertical alignment, which is the major safety concern.

We recommend the foregoing deviation from AASHTO standards and request your consideration and approval.

Very truly yours,

J. H. Versteeg
Road Design Engineer

RECEIVED
STATE HWY ENGR
JAN 5 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

bc H. S. Coulter
E. S. Hunter
Frank Terpin
Alfred Shirley

GCW:ja

Form 734-3122

9573

Sec. 234 N

ROAD DESIGN SECTION

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

December 31, 1981

J. H. Versteeg
Road Design Engineer

Files 52428 & 52429
Wilbur Section
Oakland-Shady Highway
Douglas County

Attached are descriptions (2 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal first quarter of 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST .TION

11-30-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-110(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10010

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/30/81

8. FEDERAL ROUTE NUMBER Secondary 110

9. STATE ROUTE NUMBER Secondary 234

10. GENERAL LOCATION:
Wilbur Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 11/23/81 I approve the revised Preliminary Engineering Costs to a TEC of $20,000 Federal Funds $17,629.

(Increase TEC $7,900 Federal Funds $6,963)

RECEIVED
STATE HWY ENGR
DEC 3 '81
REFER TO
FOR
Info Inves R/D D R Sign Act File

14. DATE 11/30/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	RS-110(1)
STATE PROJECT NO.	See below
PROGRAM NO.	
ITEM NO.	10010
COUNTY NAME	Douglas
PROGRAM STAGE (Check)	☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

10-9
Orig

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	10-6-80
FEDERAL ROUTE NUMBER	Secondary 110
STATE ROUTE NUMBER	Secondary 234

GENERAL LOCATION:

Wilbur Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including archeological salvage and utility preparatory work
☐ OTHER (Specify) TEC $12,100 - FF $10,666.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 9-17-80.

DATE	10-6-80
SIGNATURE OF APPROVING OFFICIAL	
TITLE	for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-455

234

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME Wilbur Section			
HIGHWAY NAME Oakland-Shady			HIGHWAY NUMBER 234
REGION 3	ADMINISTRATIVE DISTRICT 6	COUNTY Douglas	CITY
LENGTH 0.8	MILEPOST NUMBER 10.20 TO 11.00	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Lower grade on a verticle curve just north of the S.P.R.R. crossing to increase sight distance and improve safety. Use excavated material to improve grade line in a sag verticle curve just south of the railroad crossing

1 ✓
2 Dou
3
4 [illegible]

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 1978 - 2,300	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 9/3/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 11'	2 @ 12'
SHOULDERS	2 - 4'	2 @ 6'
MEDIANS	None	— —
PARKING LANES	None	— —
SIDEWALKS	None	— —
BIKEWAYS	None	Shoulder Bike Lanes
INTERCHANGES	None	— —
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River __________	☐	☒	☐
Stream __________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☒	☐	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☒	☐	☐
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☐	☒
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☒	☐	Design Review	☐	☒	☐

Type Power, water

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3)	3
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	6
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE ______ (Region) F 2Q '82 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A.C.	4"	
Cement treated base	6"	
Lime treated sub-grade	6"	

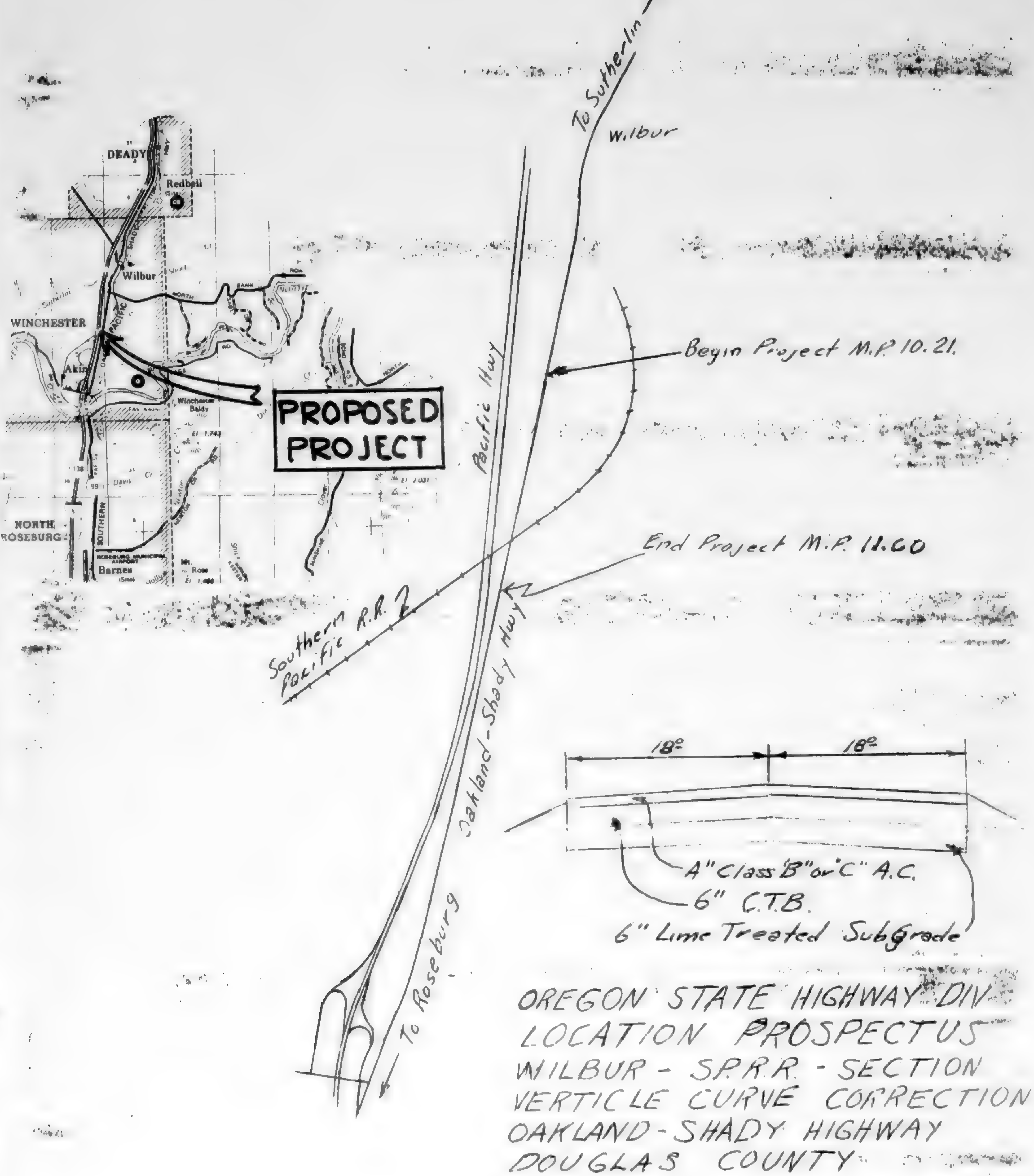
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		12.100
RIGHT OF WAY		20,000
TRAFFIC CONTROL		20.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL H.I.P. =	$200,000.00	

SUBMITTED BY ______________________


DEADY
Redbell
Wilbur
WINCHESTER
Akin
Winchester Baldy
NORTH ROSEBURG
SOUTHERN PACIFIC
ROSEBURG MUNICIPAL AIRPORT
Barnes
Mt. Rose
PROPOSED PROJECT
To Sutherlin
Wilbur
Begin Project M.P. 10.21.
Pacific Hwy
End Project M.P. 11.60
Southern Pacific R.R.
Oakland-Shady Hwy
To Roseburg
18'
18'
4" Class "B" or "C" A.C.
6" C.T.B.
6" Lime Treated SubGrade

OREGON STATE HIGHWAY DIV
LOCATION PROSPECTUS
WILBUR - S.P.R.R. - SECTION
VERTICLE CURVE CORRECTION
OAKLAND - SHADY HIGHWAY
DOUGLAS COUNTY

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RS-110(-)
Wilbur Section
Oakland-Shady Hwy., Douglas County

Date: July 24, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.1-OR

NOTED
HUNTER

To: Mr. G. A. Potter, Manager, Environmental Section, ODOT

The subject project category request submitted with your June 23, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg III, Env)

RECEIVED
TECHNICAL SERVICES
JUL 25 '80
REFER TO
FOR
Info

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Wilbur Section DOUGLAS

DATE: 7/22/80

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
JUL 24 '80
REFER TO
FOR

Info	Inves	R/D	D.R.	Sgn	Att	File

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8006 2 1050

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-95.

Region Engineer: 3
A. SHIRLEY

District Engineer: 6
J. C. McCORMICK
~~BEN~~ GIFFORD
6-25-80

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Douglas Co.
ML

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT

JUN 30 1980

SALEM

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 8066 2 1050 Due Date: JUL 18 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency LCDC By Mel Lucas

I.

- Department of Land Conservation and Development

Review # 8006 2 1050

This project and its related land use implications must be coordinated and consistent with the Douglas Co. Comprehensive Plan and efforts to develop or update the Plan.

(The County anticipates requesting Plan Acknowledgment from the DLCD on 12/31/80.)

The County is responsible for determing compliance with applicable Statewide Planning Goals prior to the commencement of this project. This determination of compliance with Goal(s) No. 12. Transportation.

may be stated in simple conclusory form without extensive findings. In addition, the applicant should recognize citizen and agency involvement programs established by the local jurisdiction.

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-5

June 25, 1980

TO Executive Department
Federal Aid Coordination Unit

Umpqua Regional Council of
Governments
Room 101, Courthouse
Roseburg, Oregon 97470

FROM D. E. Swan
Operation Programming Engineer

NOTED
H. S. COULTER

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 6
Section: Wilbur Section
Highway: Oakland-Shady OR-99
County: Douglas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be July 28, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. 3 Engr: A. Shirley
Dis. 6 Engr: J.C. McCormick
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUN 25 '80
REFER TO
FOR
Info Invest R.D. D.R. [illegible] Act. File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway

03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP 80 97310

04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563

01	12] PROJECT TITLE [71 Wilbur Section

11	12] PROJECT LOCATION—CITY Oakland-Shady OR-99	PROJECT LOCATION—COUNTY Douglas	PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05	Project will lower the height of an existing crest vertical curve
06	12] which is very severe and has caused numerous accidents. [71
07	12] [71
08	12] [71
09	12] [71
10	12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	176,300	-----	23,700	-----	-----	200,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: June 25, 1980

(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Yes	No	Yes	No
☒ 31	☐ 32	☐ 33	☒ 34	☐ 35	☒ 36

(G) ESTIMATED APPLICATION FILING DATE:

41] MONTH 42	43] DAY [44	45] YEAR 46
July	28	1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance?	No ☐	Yes ☒
I. B. Is the proposal consistent with statewide land use goals?	No ☐	Yes ☒
I. C. Is the proposal consistent with state and regional plans?	No ☐	Yes ☒
II. Will the project have an impact on a neighboring jurisdiction?	No ☒	Yes ☐
If so, is the project consistent with the comprehensive plan for that jurisdiction?	No ☐	Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes XX Date: June 25, 1980

VI. If project includes state funds (12C) identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%	$	%	$	$
Second Year	%	$	%	$	$
Third Year	%	$	%	$	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will [illegible] be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

RS-110 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date June 23, 1980
Section Wilbur Section
City Near Wilbur Hwy. No. 234
Highway Oakland-Shady
Begin M.P. 10.21 Length 0.8
County Douglas
Program Estimate $200,000.00
Region 3
Funding Source F.A.S.
(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives): Project will lower the height of an existing crest vertical curve which is very severe and has caused numerous accidents.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

☐ Wetlands Finding
☐ Cultural Resource Survey
☐ Section 106 Procedures
☐ Noise Study Report
☐ Indirect Source Construction Permit
☐ Section 4(f) Determination

Basis for Recommended Category: Project follows existing alignment and requires a small amount of R/W for new slopes on cutbanks as a result of lowering the grade on the existing crest vertical curve. Minimal impact on existing conditions.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2-11	2-12
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	2-4	2-4
Average Daily Traffic (Volume/Year)	1978, 2,300	
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)	55 MPH	55 MPH

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	2.3
Estimated Number of Parcels	3
Residential Relocation (No.)	0
Business Relocation (No.)	0

2. **Estimated Impact on Land Use:**

Project would divide one ownership into 2 parcels and would remove land from tax rolls and its present usage. The existing hwy could probably be restored to farm usage and returned to abutting owners offsetting the property removed for the new alignment.

3. **Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:**

Project would improve traffic flow and greatly increase safety.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

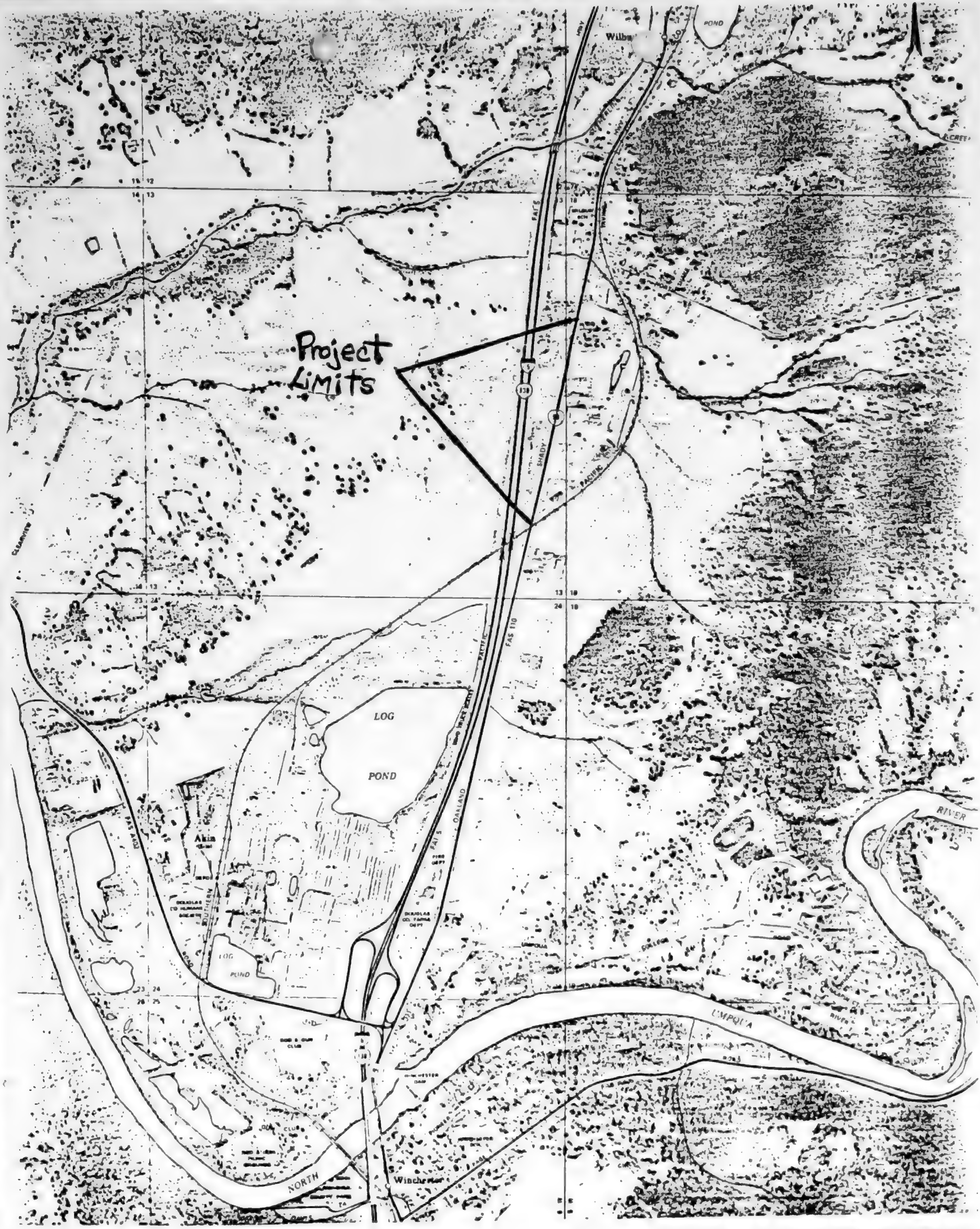
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Proposed alignment will split one ownership into 2 parcels

Name of Preparer and Phone Number: Roger E. Patitz, 440-3399


Project Limits
Wilbur
POND
LOG
POND
LOG
POND
Akin
SHADY
PACIFIC
FAS 110
OAKLAND
SOUTHERN
UMPQUA
RIVER
RIVER
NORTH
Winchester
5
138
13
18
24
19
14
13
23
24
26
25

1982 Elanco Lane-Donovan Dr. 9584
sec. in the north part of Eugene.
(Grading and paving)

C&A 6891- 5-15-79

Smead®
No. 2-152-5L
HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, OH
MCGREGOR, TX-LOCUST GROVE, GA
U.S.A.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 9, 1986

CITY: Eugene AGREEMENT NO: 6891 PROJECT NO: SOS-2003(2)

CONTRACT NO: 9584 SECTION: Elanco Lane - Donavan Dr. Section

PRELIMINARY ENGINEERING PREFIX 20-8256

	Participating	Non Participating
Total P.E. Cost Invoice #136873		$ 3,540.10
CONSTRUCTION PREFIX C320-1071 & C9584		
Payment to Contractor	$ 73,857.27	
Interest on Final Payment		$ 309.88
State Force Stripping	160.33	
Field Engineering	3,570.67	
Program Section	58.56	
Material Lab	821.95	
Technical Services	99.60	
Construction Branch	1,095.12	
Accounting	9.37	
EEO	116.29	
TOTAL CONSTRUCTION COST	$ 79,789.16	$ 309.88
FEDERAL FUNDS		
Const. FF Limited To	$(28,352.00)	
Subtotal	51,437.16	
Plus Non Participating City Cost	3,849.98	
Less City's Advance Deposit AD #82-109	(64,250.00)	
REFUND DUE CITY	$ (8,962.86)	

MKS:me

11/02/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CU M
C09584	000	900	001	2042		
C09584	000	900	001	2042		
C09584	000	900	001			
C09584	000	900				
C09584	000	901	001	7364		
C09584	000	901	001	7364		
C09584	000	901	001			
C09584	000	901	504	7363		
C09584	000	901	504	7363		
C09584	000	901	504			
C09584	000	901				
C09584	000					
C09584	011	900	598	0521		
C09584	011	900	598	0521		
C09584	011	900	598			
C09584	011	900				
C09584	011					
C09584	021	900	598	0521		
C09584	021	900	598	0521		
C09584	021	900	598			
C09584	021	900				
C09584	021					
C09584						

JOB COST SUMMARY
/ACTIVITY/OBJ-DETAIL CREW-NUMBER
YROLL CHARGES ARE LOADED

CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
2042		.00	189.82
2042		.00	189.82
		.00	189.82
		.00	189.82
7364		.00	55.51
7364		.00	55.51
		.00	55.51
7363		.00	26.95
7363		.00	26.95
		.00	26.95
		.00	82.46
		.00	272.28
0521		.00	279.10-
0521		.00	279.10-
		.00	279.10-
		.00	279.10-
		.00	279.10-
0521		.00	279.10
0521		.00	279.10
		.00	279.10
		.00	279.10
		.00	279.10
		.00	272.28

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 680

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: SOS -0600-001									
F01552									
C08757 -010	6,949.18-	.00	.00						
C08757 -011	437,422.56	272,052.92	437,422.56						
AGREEMENT TOTALS	430,473.38	272,052.92	437,422.56	76.94	340,770.93	336,552.92	.00		64,500.00
F01554									
C2061939-010	217.50	.00	.00						
C2061939-011	6,493.75	5,571.64	6,493.75						
AGREEMENT TOTALS	6,711.25	5,571.64	6,493.75	85.80	5,575.00	5,571.64	.00		.00
FED PROJ TOTALS	437,184.63	277,624.56	443,916.31		346,345.93	342,124.56	.00		64,500.00
FEDERAL PROJECT: SOS -1002-001									
F01943									
C3101090-010	387.31	.00	.00						
C3101090-011	.00	.00	.00						
AGREEMENT TOTALS	387.31	.00	.00	81.80	.00	.00	.00	A	.00
F01950									
C3101978-010	25,960.42	.00	.00						
C3101978-011	.00	.00	.00						
AGREEMENT TOTALS	25,960.42	.00	.00	61.58	.00	.00	.00	A	.00
FED PROJ TOTALS	26,347.73	.00	.00		.00	.00	.00		.00
FEDERAL PROJECT: SOS -2003-002									
F02016									
C09584 -000	272.28	.00	272.28						
C09584 -010	309.88	.00	.00						
C09584 -011	31,891.08	28,352.00	31,891.08						
AGREEMENT TOTALS	32,473.24	28,352.00	32,163.36	88.15	28,352.00	28,352.00	.00		.00
FED PROJ TOTALS	32,473.24	28,352.00	32,163.36		28,352.00	28,352.00	.00		.00
FEDERAL PROJECT: SOS -2200-002									
F01657									

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
AMAZON CREEK(DANEBO)BRIDGE CONT NO 9574 FA PROJ NOS BROS2003004 100 BROS2003004								STATE	
	320	1069	201	00 P 1		132.52CR	183,287.53	83	85
	320	1069	201	00 N 1			359.51	83	83
	320	1069	203	00 P 1			5,100.00CR	83	83
	320	1069	206	00 N 1		112.98	112.98	84	84
	320	1069	208	00 N 1		125.94CR	125.94CR	84	84
	320	1069	286	01 P 1	1.12CR	277.35	1,030.92	84	85
	320	1069	295	00 N 9			38,934.08	83	83
	320	1069	296	00 N 9		1,161.71CR	195,769.52CR	83	85
	320	1069	298	00 N 9		1,161.71	156,835.44	83	85
	320	1069	900	00 P 1		518.37CR	6,081.68	82	85
	320	1069	900	00 P 2		548.55	548.55	85	85
	320	1069	900	00 N 1			25.00	83	83
	320	1069	915	00 P 1	23.60	673.19	673.19	85	85
	320	1069	920	00 P 1	.08CR	17.34	53.90	83	85
	320	1069	928	00 N 1	.09CR	20.98	125.85	83	85
	320	1069	940	00 P 1			3,076.60	83	84
	320	1069	941	00 P 1			40.61	83	83
	320	1069	942	00 P 1			4,237.48	83	84
	320	1069	944	00 P 1	.35CR	89.34	590.38	83	85
	320	1069	945	00 P 1			920.54	83	84
	320	1069	948	00 P 1	.04CR	8.96	471.18	83	85
	320	1069	950	00 P 1			202.30	83	83
			TOT	P1	22.01	415.24	196,066.31		
			TOT	P2		548.55	548.55		
			TOT	N1	.09CR	8.02	497.40		
			** JOB TOTALS **		21.92 **	971.81 **	197,112.26 **		
CLANCO LANE-DONOVAN DR CONT NO 9584 = FA PROJ NOS SOS 2003002 100 SOS 2003002								STATE	
	320	1071	201	00 P 1		656.41	29,001.60	83	85
	320	1071	201	00 P 2		363.98	44,855.67	84	84
	320	1071	204	00 P 1		1,000.00		83	85
	320	1071	206	00 N 1		309.88	309.88	85	85
	320	1071	270	01 P 1			160.33	84	84
	320	1071	295	00 N 9		3,155.97	57,894.02	83	85
	320	1071	296	00 N 9		3,155.97CR	86,246.02CR	83	85
	320	1071	298	00 N 9			28,352.00	83	84
	320	1071	900	00 P 1		2,481.93CR	807.36	83	85
	320	1071	900	00 P 2		2,491.03	2,491.03	84	85
	320	1071	920	00 P 1			58.56	83	83
	320	1071	940	00 P 1	.25CR	57.24	821.95	83	85
	320	1071	944	00 P 1			99.60	83	83
	320	1071	945	00 P 1	2.03CR	448.09	1,095.12	83	85
	320	1071	948	00 P 1			9.37	84	84
	320	1071	985	00 P 1			116.29	83	83
			TOT	P1	2.28CR	320.19CR	32,170.18		
			TOT	P2		2,855.01	47,346.70		
			TOT	N1		309.88	309.88		
			** JOB TOTALS **		2.28CR**	2,844.70 **	79,826.76 **		

Rec 20-825

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon	**FEDERAL AID PROJECT NO.** SOS-2003(2)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 11/23/82 To: 1/28/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
			Funds Limited		
80,099.04	32,163.36	.8815	28,352.00	28,352.00	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 9/11/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	ELANCO LANE-DONAVAN DRIVE SECTION NORKENZIE ROAD (CITY STREET) EUGENE LANE COUNTY					
	Construction Type Code Y051 Bikeway (Sta. 37 & 28.6 to Sta. 46 & 40)					
	Final Contract Payment Summary	Lump Sum			$29,001.60	
	Permanent pavement striping (City of Eugene)	All Required			160.33	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$29,161.93**	
	Construction Engineering					
	State	All Required			$ 2,885.14	
	Misc. Project Cost					
	Equal Opportunity Employment Monitoring	All Required			$ 116.29	
	TOTAL PARTICIPATING PROJECT COST				**$32,163.36**	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$44,855.67	
	Interest on Final Payments	All Required			309.88	
	Construction Engineering	All Required			2,770.13	
	TOTAL NON PARTICIPATING PROJECT COST				**$47,935.68**	
	TOTAL PROJECT COST				**$80,099.04**	
	Prepared based on Participating cost as shown on the Federal Billing as of 10/02/86.					
	AMOUNT CARRIED FORWARD					

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
DATE OF REPORT JAN 23 '86	REPORT MADE BY C. O. Fredrickson, Const. Engr.		PROJECT NO. SOS-2003(2)
COMPLETION DATE (Actual) 5-27-83	ACCEPTANCE DATE BY CONRTACT AGENCY 2-11-85	TIME ELAPSED 100 %	CONTRACT TIME 100CD

LOCATION
Elanco Lane-Donovan Drive Section of Norkenzie Road in Eugene

RECEIVED
STAT' HWY ENGR
JAN 28 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

1. Description of Improvement as Programed:
   - A. Construction of roadbed grading aggregate base and asphalt concrete pavement.
   - B. Construction of concrete curbs and walks.
   - C. Construction of retaining walls and concrete barriers.
   - D. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: La Duke Construction
3. Contract Amount: $73,857.27
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

cc: J. Gix
L. Lindley
J. Petersen
W. Hart
D. Harwell
D. Trout

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
FEB 10 1986
CONSTRUCTION SECTION

CAE
COE OM
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CA
CAM
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SPC TE
SA CC
FE CP
PQC
QCS
FILE

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. [illegible] Area Engr		SIGNATURE S. W. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE JAN 27 1986	TITLE Field Operations Engineer	DATE JAN 28 1986

H

FORM FHWA-1446B PREVIOUS EDITIONS MAY BE USED

ELANCO LANE — DONAVAN Dr 2 Sec

HIGHWAY DIVISION INVOICE

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

INVOICE NUMBER	136873
DATE	4/28/83
YOUR ORDER NUMBER	
BILLING REQ. NUMBER	CA 1465
CODE	EUGENEC

- CITY OF EUGENE
- CITY HALL
- EUGENE OR 97401

Contract # 9584

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	351	01			3,540.10
20-8256	296	00	000		3,540.10
20-8256	299	00	000		(3,540.10)

DESCRIPTION	TOTAL PRICE

MONITOR PRELIMINARY ENGINEERING FOR THE CONSTRUCTION OF CURB, GUTTER, AND SIDEWALKS BETWEEN ELANCO LANE AND DONAVAN DRIVE ON NORKENZIE DRIVE. (LOCATED WHERE NORKENZIE DRIVE CROSSES BELTLINE RD.)

LABOR	2936.83
EQUIPMENT RENTAL	12.80
PRINTING & REPRODUCTION	324.07
BLUEPRINT SERVICES	94.00
SUPPLIES	21.40
WORD PROCESSING	151.00
	3,540.10

110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

______ ______ PH: ______ FOR CORRECTNESS OF CHARGES

OR ROSALYN WICKHAM PH: 378-5034, PREPARER OF INVOICE

34-1150 (7-81)

FOLD

Advance Deposit Amount .... $______

Advance Deposit Previously Transferred to Highway Fund .... $______

Balance .... $______

Transfer to Highway Fund .... $______

Refund Due .... $______

AMOUNT DUE $

SUBMITTED BY

APPROVED BY

734-1191 (9-81)

[illegible]

OREGON STATE HIGHWAY DIVISION

NOTIFICATION OF ADVANCE DEPOSITS

General Ledger Account 242.00

AD # 82-109

TO: FINANCE BRANCH - LEDGERS & REVENUE UNIT
ROOM 434 - TRANSPORTATION BUILDING
SALEM, OR 97310

ACCOUNTING USE ONLY

Reference ______ (1-11)
Invoice No. ______ (12-17)
Date of Deposit ______ (18-23)
Sort Key LPI (24-26)

Depositor Eugene, City of (27-58)
Amount $64,250.00 (59-67)

Project Name or Purpose Elanco Lane-Donovan Drive (18-49)

Contract No. 9584 (50-53) **Agreement No.** 6891 (54-58)

Prefixes 20-8256 (59-65) 320-1071 (66-72) ______ (73-79)

Federal Aid Project, Right of Way File, or Other ID No. SOS-2003(2) (18-37)

Section Responsible for Monitoring Project Region 3 (38-52)

Section Responsible for Billing Project Local Programs (53-67)

Billing Method (CHECK ONE ONLY):

1) Monthly ☐ 2) Upon Completion ☒ XXX

ACCOUNTING USE ONLY
3) Other ☐

Estimated Completion Date May 1, 1983 (69-74)

REMARKS: 88% Federal funds; 12% City funds, (Federal funds are limited to $28,342).
Non-participating is 100% City funds.

Region 3 **District** ______
Section Local Programs **Submitted by** Harold Reynoldson **Date** 12-21-82
Harold Reynoldson

Received in Accounting by 1/21/83 mw Acct # 4416 **Date** ______

FORM 734-1382 (4-77)

9584 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
DATE OF REPORT JAN 23 '86	REPORT MADE BY C. O. Fredrickson, Const. Engr.		PROJECT NO. SOS-2003(2)
COMPLETION DATE (Actual) 5-27-83	ACCEPTANCE DATE BY CONRTACT AGENCY 2-11-85	TIME ELAPSED 100 %	CONTRACT TIME 100CD

LOCATION

Blanco Lane-Donovan Drive Section of Norkenzie Road in Eugene

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
JAN 28 '86
REFER TO
Fredrickson
FOR

Info	Issues	R/O	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

1. Description of Improvement as Programed:

   A. Construction of roadbed grading aggregate base and asphalt concrete pavement.

   B. Construction of concrete curbs and walks.

   C. Construction of retaining walls and concrete barriers.

   D. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: La Duke Construction

3. Contract Amount: $73,857.27

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE N 27 1986	TITLE Field Operations Engineer	DATE JAN 28 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

1544

September 30, 1985

Traffic Safety Supply
2324 S.E. Umatilla
Portland, OR 97202

CON 5
#9594

Attn: R. A. Parson
Vice President

This will acknowledge your letter of September 19, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Traffic Safety Supply Co.
AMOUNT:	$16,977.59
FOR:	Material
AGAINST (Prime contractor):	R. A. Hatch Co.
CONTRACT NO.:	9594
PROJECT:	N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway) Section, Columbia River Highway Multnomah County
SURETY:	The American Insurance Co. and Industrial Indemnity Co.
AGENT:	Corroon & Black of Oregon

We will advise the sureties, agent and the prime contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond

FKN:arc

NOTED ON CARD
9-30-85 ac

TRAFFIC SAFETY SUPPLY CO.

TSS

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

September 19, 1985

COMMISSION SERVICES SECTION
Room 121
Transportation Building
Salem, Oregon 87310

and

SECRETARY OF STATE
Capital Building
Salem, Oregon 97310

Re: OSHD Contract No. 9594
N.E. 39TH AVE. - N.E. 87TH AVE. SEC.
Columbia River Highway
R.A. Hatch Co.
Hopsing Construction Co.

Gentlemen:

Notice is hereby given that the undersigned Traffic Safety Supply Co. has a claim for permanent signs and glare screen reflectors furnished by Traffic Safety Supply Co. in the sum of $16977.59 against the Bond taken from R.A. Hatch Hopsing Construction and Caroon and Black for the work of Interstate 84 Reconstruction for which Bond was taken.

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

R.A. Parson

R. A. Parson
Vice President

RAP:mb

cc: Caroon and Black
1600 S.W. 4th
Portland, Oregon 97201
R.A. Hatch Co.
Hopsing Construction Co.

RECEIVED

MANUFACTURERS AND DISTRIBUTORS
STREET AND HIGHWAY SIGNS - SAFETY AND CONSTRUCTION ACCESSORIES

March 25, 1985

CON 5
#9584

Heritage Insurance Company of America
c/o Surety Bond Specialists
7140 S.E. Fir Loop
Portland, OR 97223

Gentlemen or Ladies:

On February 22, 1985, we wrote to you concerning release of final payment on Contract No. 9584 awarded to LaDuke Construction for work on Elanco Lane-Donovan Drive (Eugene) Section of the Norkenzie Road in Lane County.

The total contract amount is $73,857.27. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: LaDuke Construction
1365 C Interior Street
Eugene, OR 97402

bc: C. O. Fredrickson
Walt Hart
James Gix

FKN:ja

NARRATIVE REPORT

Project: Norkenzie Road - Grading and Paving
Contract: 9584
Prefix: 320-1071

This project was the construction of road bed grading, aggregate base, asphalt concrete pavement, concrete curbs, walks, retaining walls and concrete barriers on the Elanco Lane - Donovan Drive section of Norkenzie Road in Eugene, Oregon. The purpose was to make a safe passage on the overpass for bicycle and pedestrian travel.

The contract was bid on December 16, 1982 and awarded to LaDuke Construction on January 20, 1983. The calendar day started on February 21, 1983 with completion on May 31, 1983.

A preconstruction conference was held on February 10, 1983 at Eugene City Hall, Eugene, Oregon. The schedule was presented showing work to be started on February 14, 1983 and completed May 20, 1983. The notification to all agencies, delayed the start until February 21, 1983.

There were 6 price agreements on the project which changed the completion date, method of constructing walls, increased Bid Item #8, topsoil,plant slope and wooden retaining wall, delete T.V. inspection of sewer lines, and delete Bid Items for walls over 3 feet high. These price agreements increased the cost by $359.55.

There were three sub-contracts on this project. Wildish Construction Company placed the asphaltic concrete pavement on the project, Greg Pederson constructed the concrete walks, retaining walls and curb and gutters, and Valley Fence placed the fence.

The project was completed on May 27, 1983 using 96 calendar days.

An inspection of the fencing material and subsequent testing of the material by the OSHD material lab indicated it did not meet specifications. The contractor replaced this material when he was notified of the non-spec material.

The project has performed the expectations of safe passage for bicycles and pedestrian traffic on the overpass on Norkenzie Road.

RECOMMENDATIONS; None

1 Doc ~~[illegible]~~
Anderson
2 Adams RK
(cy) Macnab
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Trout
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RECEIVED
DEC 26 1984
ROAD DESIGN SECTION

Do Not File
Return to
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Action

Jack Guthrie
Jack Guthrie, Project Manager

JG1291GWK

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elancolane - Donovan Dr

WEEK ENDING: Dec 24, 1983

SECTION PREFIX: 320 - 1071

HIGHWAY: Norkenzie Rd

COUNTY: Lane

NAME OF JOB: Elanco Lane - Donovan Dr

KIND OF WORK: Paving & Grading

CONTRACTOR: La Duke Const.

CONTRACT NUMBER: 9584

FEDERAL AID PROJECT NUMBER: SOS-2003 (2)

DATE OF CONTRACT: 2-21-83

DATE WORK STARTED: 2-21-83

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 100

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 94

PERCENT OF TIME ELAPSED: 94

PROJECT AUTHORIZATION: $ 88,985.91

EXCLUSIVE OF ENGINEERING: $ 81,217.40

ENGINEERING AUTHORIZATION: $ 7772.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $

ENGINEERING COST TO DATE: $

DATE PROJECT WAS COMPLETED: 5-21-83

ESTIMATED PERCENT. OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION ____%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED		100%			
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		Work Completed
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY		0		

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CONSTRUCTION SECTION
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EEO
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FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

THIRD NOTIFICATION HAS BEEN TURN IN ON THIS Project

SIGNED Jack D. Guthrie LOCATION City of Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

Lane Co N

12-1-83

STATEMENT OF OVERRUNS AND UNDERRUNS

NO. 2

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION

Versteeg
Adams
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Do Not File
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Action

PROJECT: Elanco Lane - Donovan Drive
HIGHWAY: Norkenzie Road
COUNTY: Lane

Contract: 9584
Prefix: 320-1071
F.A.: SOS - 2003 (4)

Bid Item	Items	Unit	Contract Quantity	Final Quantity	Percer + or -
001	Mobilization	Lump Sum	100% Lump Sum	100%	
SUMMARY					
002	Temporary Protection Direction of Traffic	Lump Sum	100% Lump Sum	100%	
SUMMARY	Lump-Sum Bid				
003	Clearing and Grubbing	Lump Sum	100% Lump Sum	100%	
SUMMARY					
004	Removal of Structures & Obstructions	Lump Sum	100% Lump Sum	100%	
SUMMARY					
005	General Excavation	Cu. Yd.	360.00 Cu. Yd.	272.64 Cu. Yd.	-32%
SUMMARY	Due to ground conditions the required quanitites were not needed.				
006	Crushed Rock Back Fill	Cu. Yd.	105.00 Cu. Yd.	15.96	-85%
SUMMARY	Re-used crushed rock under A.C. paving as shown on plans.				
007	Bar Run Embankment	Cu. Yd.	115.0 Cu. Yd.	72.96	-37%
SUMMARY	Error in elevation of wall by survey occurred, in which a reduction in bar-run embankment occurred.				

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Elanco Lane - Donovan Drive
HIGHWAY: Norkenzie Road
COUNTY: Lane

Contract: 9584
Prefix: 320-1071
F.A.: SOS - 2003 (4)

Bid Item	Items	Unit	Contract Quantity	Final Quantity	Percent + or -
008	Furnished & Placing Top Soil	Cu. Yard	35.0 Cu. Yd.	202.47	+478
SUMMARY	Original ground calculated only for area in front of Donovane property. Refer to Price Agreement No. 3				
009	Aggregate Base	Ton	100.0 Tons	0	-100%
SUMMARY	Re-used crushed rock under A.C. paving as shown on plans, in which this bid item not used.				
010	Class B and Class C Asphalt Concrete	Ton	300.00 Tons	293.430	-2.2
SUMMARY					
011	Concrete Wall 0-2 Ft. High	Lin. Ft.	335.0 Ft.	667.08	+100%
SUMMARY	Refer to price agreement No. 2 a staking error occurred making this bid item larger.				
012	Concrete Wall 2-3 High	Lin. Ft.	385.0 Lin. Ft.	144.920	-62%
SUMMARY	Reason for a reduction in bid item was that after staking occurred a error was found in the height.				
013	Concrete Wall 3'-4' High	Lin. Ft.	50.0 Lin. Ft.	0	100%
SUMMARY	Deleted by Price Agreement No. 6				
014	Concrete Wall 4'-5' High	Lin. Ft.	30.0 Lin. Ft.	0	-100%
SUMMARY	Deleted by Price Agreement No. 6				

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Elanco Lane - Donovan Drive
HIGHWAY: Norkenzie Road
COUNTY: Lane

Contract: 9584
Prefix: 320-1071
F.A.: SOS - 2003 (4)

Bid Item	Items	Unit	Contract Quantity	Final Quantity	Percent + or -
015	Concrete Wall 5'-6' High	Lin. Ft.	15.0 Lin. Ft.	0	-100%
SUMMARY	Staking error occurred refer to Price Agreement No. 6				
016	10-Inch Sewer Pipe	Lin. Ft.	25.0 Lin. Ft.	25.0 Lin. Ft.	
SUMMARY					
017	T.V. Inspection of Sewer Lines	Lin. Ft.	25.0 Lin. Ft.	0	-100%
SUMMARY	Inspector made visual inspection of line, no reason to T.V. line (See Price Agreement No. 5)				
018	Connection to Existing Manhole	Each	1.0 Each	1.0 Each	
SUMMARY					
019	Concrete Inlet	Each	1.0 Each	1.0 Each	
SUMMARY					
020	CL-6 Chain Link Fence	Lin. Ft.	815.0 Lin. Ft.	805.0 Lin. Ft.	-.01%
SUMMARY					
021	Concrete Walk	Sq. Ft.	2,200.0 Sq. Ft.	2,369.23 Sq. Ft.	+7.7%
SUMMARY	Survey error in northeast side of bridge, amking sidewalk wider than shows on plans.				

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Elanco Lane - Donovan Drive
HIGHWAY: Norkenzie Road
COUNTY: Lane

Contract: 9584
Prefix: 320-1071
F.A.: SOS - 2003 (4)

Bid Item	Items	Unit	Contract Quantity	Final Quantity	Percent + or -
022	3/4"-0 Aggregate Under Sidewalk	Sq. Ft.	1,800.00 Sq. Ft.	1,136.12 Sq. Ft.	-37%
SUMMARY	Due to the staking error portion of the sidewalk did not need rock refer to Price Agreement No. 2				
023	Standard Curb & Gutter	Lin. Ft.	60.0 Lin. Ft.	59.9	
SUMMARY					
024	5 foot Curb & Gutter	Lin. Ft.	350.0 Lin. Ft.	345.0 Lin. Ft.	
SUMMARY					
025	Concrete Walk & Gutter	Lin. Ft.	815.0 Lin. Ft.	827.0 Lin. Ft.	
SUMMARY					
026	Concrete Barrier	Lin. Ft.	825.0 Lin. Ft.	827.0 Lin. Ft.	
SUMMARY					
Price Agreement NO. 1	Change the beginning work date to February 21, 1983. The work will be done within 100 calendar days or May 31, 1983.				
Price Agreement NO. 2	Change method of construction of the non-reinforced concrete wall shown on page #6.				
Price Agreement No. 3	Increase Bi 8 furnishing and placing top soil by 180.0 Cubic Yards.				
Price Agreement No. 4	Remove and replant existing juniper, bark-o-mulch drill existing post and and supply steel pins.				

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Elanco lane -Donovan Drive
HIGHWAY : Norkenzie Road
County : Lane

Contract 9584
Prefix 320-1071
F.A. S0S - 2003(4)

Bid items	Items	Unit	Contract Quantity	Final Quantity	Percent +or -
Price Agreement NO. 5	Delete bid item and quanity for T.V. Inspection.				
Price Agreement NO. 6	Bid items 013, 014 and 015 was not needed for this contract.				
	Jack H. Gruther 12-1-83				

7-1 3

LaDUKE CONSTRUCTION
General Contractors
1365C Interior St., Eugene, OR 97402 — Phone, 345-8226

September 19, 1983

Department of Transportation
Transportation Building
Salem Oregon 97310

ATTN: ROBERT GORSMEN

RE: CLAIM -WILDISH/LA DUKE CONSTRUCTION Contract # 9584

Dear Mr. Gorsmen:

We sent 3 checks to Wildish Sand & Gravel on 9/13/83

#1858	$1211.40	- Wildish Equipment
#1859	$9325.23	- Wildish Corvallis Construction Co.
#1860	$6020.28	- Parsons Concrete

We believe this should settle this matter, call me if you have any questions.

Surety Bonding Specialists have copies of these checks, they have not been returned in our monthly statement as yet.

LA DUKE CONSTRUCTION,

Colleen Ratzlaff

Colleen Ratzlaff, office manager

10-6-83

RECEIVED
SEP 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-185

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 19 1983
NORMA PAULUS
SECRETARY OF STATE

September 15, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9584

Wildish Corvallis Construction Co.
PO Box 7428
Eugene, OR 97401

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated September 8, 1983, concerning the following Highway Division contract:

FILED BY:	Wildish Corvallis Construction Co.
AMOUNT:	$9,325.23 plus late charges of $186.50 plus interest
FOR:	Labor, materials, equipment and services
AGAINST:	LaDuke Construction Co.
CONTRACT NO.:	9584
PROJECT:	Blanco Lane-Donovan Dr. (Eugene) Section, McKenzie Road, Lane County.
SURETY:	Heritage Insurance Co. of America

9-20-83 Kjm

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

LaDuke Construction
1340 Interior Street
Eugene, OR 97402

✓bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

To: Department of Transportation
Oregon State Highway Division
Transportation Building
Salem, OR 97410

NOTICE IS HEREBY GIVEN that the undersigned Wildish Corvallis Construction Co. has a claim for labor, materials, equipment, and services in the sum of Nine Thousand Three Hundred Twenty-Five and 23/100 Dollars ($9,325.23) plus late charges of One Hundred Eighty-Six and 50/100 Dollars ($186.50) plus interest ~~on the principal~~ at the rate of 24% per annum on the unpaid principal balance, due against the bond taken from LaDuke Construction Co., as principal, and Heritage Insurance of America, as surety, under (we believe) bond number 25396 for work on a project known as OSHD Contract 9584, "Elanco-Donovan".

Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, Oregon 94701

Dated: 9/8/83

By:
Richard E. Wildish
President

RECEIVED
SEP 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-187

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 19 1983
NORMA PAULUS
SECRETARY OF STATE

September 15, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9584

Wildish Building Material Co.
dba R.C. Parsons & Son Ready Mix Concrete
PO Box 7428
Eugene, OR 97401

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated September 8, 1983, concerning the following Highway Division contract:

FILED BY:	Wildish Building Material Co. dba R.C. Parsons & Son Ready Mix Concrete
AMOUNT:	$6,603.14 plus late charges of $436.75 plus interest
FOR:	Material
AGAINST:	LaDuke Construction
CONTRACT NO.:	9584
PROJECT:	Elanco Lane-Donovan Dr. (Eugene) Section, Norkenzie Road, Lane County
SURETY:	Heritage Insurance Co. of America

9-20-83 kjm

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

LaDuke Construction
1340 Interior Street
Eugene, OR 97402

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

To: Department of Transportation
Oregon State Highway Division
Transportation Building
Salem, OR 97410

NOTICE IS HEREBY GIVEN that the undersigned Wildish Building Material Co. dba R. C. Parsons & Son Ready Mix Concrete has a claim for supply of portland cement concrete in the sum of Six Thousand Six Hundred Three and 14/100 Dollars ($6,603.14) plus late charges of Four Hundred Thirty-Six and 75/100 Dollars ($436.75) plus interest ~~on the principal~~ at the rate of 24% per annum on the unpaid principal balance, due against the bond taken from La Duke Construction Co., as principal, and Heritage Insurance of America, as surety, under (we believe) bond number 25396 for work on a project known as OSHD Contract 9584, "Elanco-Donovan".

Wildish Building Material Co. dba
R. C. Parsons & Son Ready Mix Concrete
P. O. Box 7428
Eugene, Oregon 94701

Dated: 9/8/83

By:
Richard E. Wildish
President

RECEIVED
SEP 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-184

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 15, 1983

FILED
SEP 19 1983
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9584

Wildish Building Material Co.
dba Wildish Equipment Co.
PO Box 7428
Eugene, OR 97401

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated September 8, 1983, concerning the following Highway Division contract:

FILED BY:	Wildish Building Material Co. dba Wildish Equipment Co.
AMOUNT:	$1,211.40 plus late charges of $72.69 plus interest
FOR:	Rental of equipment
AGAINST:	LaDuke Construction
CONTRACT NO.:	9584
PROJECT:	Elanco Lane-Donovan Dr. (Eugene) Section, Norkenzie Road, Lane County
SURETY:	Heritage Insurance Co. of America

9-20-83 tjm

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert. W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Heritage Insurance Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

LaDuke Construction
1340 Interior Street
Eugene, OR 97402

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-2003(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10129

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/22/83

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Elanco Lane - Donovan Drive

11. GENERAL DESCRIPTION OF WORK
Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/22/83 as requested in Mr. Keasey's letter of 8/23/83 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 1 representing work to be done by City of Eugene Forces is approved for a TEC of $500 Federal Funds $441.

Orig. 8/31

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE 8/26/83

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

9584 5

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Elanco Lane - Donovan Dr

WEEK ENDING: 7-30-83

SECTION PREFIX: 320-1071

HIGHWAY: Norkenzie Rd.

COUNTY: Lane

NAME OF JOB: Elanco Lane - Donovan Dr

KIND OF WORK: Paving & Grading

CONTRACTOR: La Duke Const.

CONTRACT NUMBER: 9584

FEDERAL AID PROJECT NUMBER: SOS-2003(2)

DATE OF CONTRACT: 2-21-83

DATE WORK STARTED: 2-21-83

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 94

PERCENT OF TIME ELAPSED 94

PROJECT AUTHORIZATION: $ 88,985.91

EXCLUSIVE OF ENGINEERING: $ 81,217.40

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 81,305.64

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 0.1 %

ENGINEERING AUTHORIZATION $ 7772.00

ENGINEERING COST TO DATE $

PERCENT OF AUTHORIZATION %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101

DATE PROJECT WAS COMPLETED: 5-27-83

ESTIMATED PERCENT COMPLETE (ROADWORK) 100%

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES) 100%

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		Work Completed
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE K RECEIVED OM
CAE CA
FOE LS
OCS AUG 2 1983 TC
SCS CONSTRUCTION FE
FEO SECTION EP

Const

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Work Completed
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work Completed.

SIGNED Jack H. Sutherer LOCATION City of Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

CL 83-105

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 24, 1983

IN REPLY REFER TO
FILE NO.

CON 5
#9584

Brothers Concrete Cutting of Eugene
P.O. Box 2998
Eugene, OR 97402

Attention: Don E. Harding

Gentlemen:

This will acknowledge your letter dated June 22, 1983, with invoices filing a claim against the following Highway Division contract:

FILED BY:	Brothers Concrete Cutting of Eugene
AMOUNT:	$558.35
FOR:	Asphalt cutting
AGAINST (Prime contractor)	LaDuke Construction
CONTRACT NO.:	9584
PROJECT:	Elanco Lane-Donovan Drive (Eugene) Section, Lane Co.
SURETY:	Heritage Ins. Co. of America

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing. It is the State's policy not to make payments direct to claimants. I would suggest you contact the surety.

Please advise this office when your claim ~~has been paid.~~

RECEIVED
JUN 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

[illegible]

cc: LaDuke Construction
1340 Interior Street
Eugene, OR 97402

Heritage Ins. Co. of America
c/o Surety Bond Specialists
7140 SE Fir Loop
Portland, OR 97223

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Brothers
Concrete
Cutting
OF EUGENE

P.O. Box 2998
Eugene, OR 97402
688-3313

June 22, 1983

Mr. Robert Gormsen
Oregon Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

RE: Elanco Lane/Donovan Drive Project Contract #9584

Dear Mr. Gormsen:

The purpose of this letter is to file a complaint against La Duke Construction 1340 Interior, Eugene, Oregon 97405; for non-payment.

To date we have received no payment from La Duke Construction for the asphalt cutting done on the Elanco Lane job. A billing description follows:

April 5, 1983	Invoice #04650	$438.75
April 18, 1983	Invoice #04656	54.60
April 25, 1983	Invoice #04670	65.00
	Total Due and Owing	$558.35

I hereby request that payment of $558.35 be made to Brothers Concrete Cutting of Eugene directly by the State of Oregon Dept. of Transportation.

Your immediate attention to this matter will be greatly appreciated.

Sincerely Yours,

Don E. Harding, Owner
BROTHERS CONCRETE CUTTING OF EUGENE

DEH:ap

Enclosures

RECEIVED
JUN 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"AN HONEST CUT"
STATEWIDE SERVICE
1-688-3313

Brothers Konkrete Kutting
OF EUGENE

NATIVE AMERICAN CONTRACTOR

INVOICE #04650

P.O. BOX 2998, EUGENE, OREGON 97402

TRAFFIC LOOPS • ORNAMENTAL CUTTING • WALL SAWING
FLAT CUTTING • CORE DRILLING • DEMOLITION

TO La Duke Construction
1340 Interior
Eugene, Oregon 97405

JOB ADDRESS Beltline & Norkenzie

DAY Tu DATE April 5, 1983
P.O. NO. Elanco Job
JOB NO. 831048
OPERATOR John

	Quantity / Description		Price	Amount
1	210' x 6" a/c	ft.	1.75	367.50
2	95' x 3½" a/c	ft.	.75	71.25
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
			$	438.75

COPY

We do not assume responsibility for damage caused by cutting buried pipe, conduit, voids, wood or steel beams.

Bills Due and Payable 10th of Month Following date of purchase.

1½ Percent per Month (18% per Annum) on the Unpaid Balance will be added to delinquent accounts.

SIGNATURE:

RECEIVED
JUN 28 1983
DEPARTMENT OF TRANSPORTATION

"AN HONEST CUT"
STATEWIDE SERVICE
1-688-3313

Brothers
Konkrete
Kutting
OF EUGENE

NATIVE AMERICAN
CONTRACTOR

P.O. BOX 2998, EUGENE, OREGON 97402

INVOICE #04670

TRAFFIC LOOPS • ORNAMENTAL CUTTING • WALL SAWING
FLAT CUTTING • CORE DRILLING • DEMOLITION

TO La Duke Construction
1340 Interior
Eugene, Oregon 97405

JOB ADDRESS Beltline & Norkenzie

DAY M DATE 4-25-83
P.O. NO.
JOB NO. 831072
OPERATOR John

	Quantity	Description		Price	Amount
1	20' x 12" a/c	Minimum			65.00
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					

$ 65.00

Copy

We do not assume responsibility for damage caused by cutting buried pipe, conduit, voids, wood or steel beams.

Bills Due and Payable 10th of Month Following date of purchase.

1½ Percent per Month (18% per Annum) on the Unpaid Balance will be added to delinquent accounts.

SIGNATURE:

RECEIVED
DEPARTMENT OF TRANSPORTATION

"AN HONEST CUT"
STATEWIDE SERVICE
1-688-3313

Brothers
Konkrete
Kutting
OF EUGENE

NATIVE AMERICAN
CONTRACTOR

INVOICE #04656

P.O. BOX 2998, EUGENE. OREGON 97402
TRAFFIC LOOPS • ORNAMENTAL CUTTING • WALL SAWING
FLAT CUTTING • CORE DRILLING • DEMOLITION

TO La Duke Construction
1340 Interior
Eugene, Oregon 97405

JOB ADDRESS Beltline & Norkenzie

DAY Tu DATE April 18, 1983
P.O. NO.
JOB NO. 831058
OPERATOR John

	Quantity	Description		Price	Amount
1	26' x 9" a/c		ft.	2.10	54.60
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
				S	54.60

COPY

We do not assume responsibility for damage caused by cutting buried pipe, conduit, voids, wood or steel beams.

Bills Due and Payable 10th of Month Following date of purchase.

1½ Percent per Month (18% per Annum) on the Unpaid Balance will be added to delinquent accounts.

SIGNATURE:

[illegible]
JUN 2[illegible] 198[illegible]
[illegible]
[illegible] OF [illegible]

4-83

9584

```
                                             SUB TOTAL                                                      6,023.61

                                          ** JOB TOTALS **                 **                  **            632.37  **

    ELANCO LN-DONOVAN DR         CONT NO      * FA PROJ NOS                                                                  STATE
                                      020    8256      900       00                           23.41           353.63
                                      020    8256      901       00                          306.65           475.29
                                      020    8256      905       00                          190.58           371.96
                                      020    8256      920       00                          265.73           265.73
                                      020    8256      921       00                        2,034.50         2,034.50




ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          APRIL 1983          PAGE 2486

                                                                                    FISCAL            GRAND TOTAL
       DESCRIPTION                      PREFIX  FUNCTION SUB F.  GP  CURRENT MONTH   YEAR TO DATE       TO DATE
                                      020    8256      923       00                            18.24            18.24
                                      020    8256      932       00                            20.75            20.75

                                             SUB TOTAL                                      2,859.86         3,540.10

                                          ** JOB TOTALS **                 **               2,859.86  **     3,540.10  **

    CHANGE TO 120-8207           CONT NO      * FA PROJ NOS                                                                  STATE
                                      020    8269      199       00                                          2,186.27
                                      020    8269      594       00                                          2,186.27CR

                                             SUB TOTAL

                                          ** JOB TOTALS **                 **                  **                 **

    PNW BELL-INSP BURIED CABLE HW CONT NO     * FA PROJ NOS                                                                  STATE
                                      020    8281      199       00                                            387.52
                                      020    8281      594       00                                            387.52CR

                                             SUB TOTAL

                                          ** JOB TOTALS **                 **                  **                 **

    EUGENE-PSE ROSEVELT BLVD     CONT NO        FA PROJ NOS                                                                  STATE
                                      020    8282      199       00                                             65.92
                                      020    8282      296       00                            980.30CR      2,955.10CR
                                      020    8282      299       00                            980.30        2,955.10
                                      020    8282      594       00                                          2,248.79CR

                                             SUB TOTAL                                                     2,182.87CR
```

9574

HIGHWAY DIVISION INVOICE

INVOICE NUMBER 136873

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
4/28/83		CA 1465

CODE EUGENEC

CITY OF EUGENE
CITY HALL
EUGENE OR 97401

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	351	01			3,540.10
20-8256	296	00	000		3,540.10
20-8256	299	00	000		(3,540.10)

↑ FOLD

DESCRIPTION	TOTAL PRICE

MONITOR PRELIMINARY ENGINEERING FOR THE CONSTRUCTION OF CURB, GUTTER, AND SIDEWALKS BETWEEN ELANCO LANE AND DONAVAN DRIVE ON NORKENZIE DRIVE. (LOCATED WHERE NORKENZIE DRIVE CROSSES BELTLINE RD.)

LABOR	2936.83
EQUIPMENT RENTAL	12.80
PRINTING & REPRODUCTION	324.07
BLUEPRINT SERVICES	94.00
SUPPLIES	21.40
WORD PROCESSING	151.00
	3,540.10

110.00

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

____________ ____________ PH: ________ FOR CORRECTNESS OF CHARGES

OR ROSALYN WICKHAM PH: 378-5034 PREPARER OF INVOICE

734-1150 (7-81)

STATE COPY

B

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-259	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** [illegible]	State Oregon County Lane Project No. SOS-2003(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Elanco Lane - Donavan Drive

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-82	0.00

OTHER *(Specify)*

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 88,989.00	$ 28,352.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

Acting Program Management Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon January 3, 1983

Federal-Aid Project
No. SOS-2003(2)

Elanco Lane-Donavan Drive Section
Norkenzie Road (City Street) Eugene
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code Y051
Bikeway (Sta. 37+28.6 to Sta. 46+40)

Mobilization		All Required	$ 2,530.00
Temporary Protection and Direction of Traffic		All Required	1,000.00
Clearing and Grubbing		All Required	925.00
Removal of Structures and Obstructions		All Required	500.00
General Excavation	360 Cu. Yd.	5.00	1,800.00
Crushed Rock Backfill	105 Cu. Yd.	23.00	2,415.00
Bar Run Embankment	115 Cu. Yd.	9.35	1,075.25
Furnishing and Placing Topsoil	35 Cu. Yd.	11.71	409.85
Aggregate Base	100 Ton	13.96	1,396.00
Class "B" and Class "C" Asphalt Concrete	300 Ton	31.00	9,300.00
Concrete Wall, 0-2' High	335 Lin. Ft.	12.38	4,147.30
Concrete Wall, 2'-3' High	385 Lin. Ft.	17.54	6,752.90
Concrete Wall, 3'-4' High	50 Lin. Ft.	24.25	1,212.50
Concrete Wall, 4'-5' High	30 Lin. Ft.	33.00	990.00
Concrete Wall, 5'-6' High	15 Lin. Ft.	43.90	658.50
10-inch Sewer Pipe	25 Lin. Ft.	9.00	225.00
T.V. Inspection of Sewer Lines	25 Lin. Ft.	1.25	31.25
Connection to Existing Manhole	1 Each	500.00	500.00
Concrete Inlet	1 Each	350.00	350.00
CL-6 Chain Link Fence	815 Lin. Ft.	8.27	6,740.05
Concrete Walks	2,200 Sq. Ft.	1.18	2,596.00
3/4"-0 Aggregate Under Walks	1,800 Sq. Ft.	0.14	252.00
Standard Curb and Gutter	60 Lin. Ft.	5.00	300.00
5-foot Curb and Gutter	350 Lin. Ft.	7.25	2,537.50
Concrete Walk and Gutter	815 Lin. Ft.	15.40	12,551.00
Concrete Barrier	825 Lin. Ft.	17.00	14,025.00
			$ 75,220.10

Anticipated Items

Permanent Pavement Striping	All Required	$	500.00
Roadside Seeding, Mulching & Landscaping	All Required		2,000.00
		$	2,500.00
	SUBTOTAL	$	77,720.10
	Engineering		11,268.90
	TOTAL	$	88,989.00

Length of Project --------- 0.173 mi.

Federal Funds -------------	$28,352.00
City Funds ----------------	60,637.00
TOTAL	$88,989.00

Group 1 100%
Contract No. 9584
Prefix: 20-8256
Prefix: 320-1071

9524

ADMINISTRATIVE SERVICES DEPARTMENT • 777 PEARL ST. • EUGENE, OREGON 97401
FINANCIAL SERVICES

City of
EUGENE

January 21, 1983

D. E. Swan, Operation Programming Engineer
Dept. of Transportation, Hwy Division
Transportation Building
Salem, OR 97310

SOS-2003(2)

Re: Norkenzie Overpass Approaches

The City of Eugene is choosing Option #3 of depositing funds in the Local Government Investment Pool for making the advance deposit to the Norkenzie Overpass Approaches.

I transferred $64,250 to Pool #4416 today to be drawn down by the State of Oregon.

I am enclosing a copy of the Limited Power of Attorney.

Mavis R. Adams

Mavis R. Adams
Investment Officer

Enclosure

c.c. Jan Peterson

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The City of Eugene hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The The City of Eugene has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $ 64,250.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with
Project Name

Norkenzie Overpass Approaches

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by City of Eugene
Local Government Unit

Warren Wong, Finance Director

this 21st day of January, 1983 by a vote of the majority of a quorum of its governing body.

Form No. 734-1812(2-80)

9584

December 21, 1982

Eugene City Council
City Hall
Eugene, Oregon 97401

Attn: Dave Reinhard
Planning Engineer

Gentlemen:

On December 16, 1982 a satisfactory bid was received from LaDuke Construction, 1350 Ivy Street, Junction City, Oregon 97448 for the Elanco Lane-Donovan Drive Section on Norkenzie Drive. This is a Safer OFF-SYSTEM Road Project No. SOS-2003(2). Based upon the contractor's bid the City's advance deposit will be:

Contractor's Bid	$75,220.00
Permanent Pavement Striping	500.00
Seeding and Mulching	2,000.00
4 1/2% Contingencies	3,497.40
10% Engineering	7,772.00
	$88,989.40
Est. P.E. Cost	3,600.00
Total Cost of Project	$92,589.40
Less Federal Funds	28,352.00
City's Share of Project Costs	$64,237.40

By rounding the City's Advance Deposit will be $64,250.00

We will award the contract when we receive your advance deposit, which should be in this office no later than January 6, 1983.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan, P.E.
Program Control Engineer

Rec'd 1-20-83
Informed Steve M. & Region
City is sending letter [illegible]

HR:pf
Attachment
bcc w/AD # 82-109: Jack Ayres, Region 3
Vern Skoog - Please return completed AD # 82-109 when advance deposit is received.

HIGHWAY DIVISION - ODOT LOC 19

FILE December 15, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
December 16, 1982 Bid Letting

[illegible]

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 16, 1982 on the following projects:

1. Pendleton Signal Improvement
   Pendleton-John Day Highway, Umatilla County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian and bicycle use.

2. Lakewood Bay (N. Shore) Bridge (Lake Oswego)
   N. Shore Road, Clackamas County
   Structure

   Twenty-one-foot roadway on approaches and structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Jewell Junction-M.P. 23.8
   Fishhawk Falls and Sunset Highways, Clatsop County
   Grading and Paving

   Intersection improvement and climbing lane construction. Twelve-foot lanes and four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Oregon Coast Highway @ North Bay Drive
   Coos County
   Grading and Paving

   Intersection improvement. Twelve-foot lanes with four-foot shoulders.

   Same as No. 3.

5. Oakland/Shady Highway @ Elkton/Sutherlin Highway
   Douglas County
   Traffic Signals

   Pedestrian signals and curb ramps will be installed for bicycle and pedestrian use.

6. Wilbur
   Oakland/Shady Highway, Douglas County
   Grading

   Vertical curve improvement. Twelve-foot lanes with four-foot shoulders.

   Same as No. 3.

7. Elanco Lane-Donovan Drive (Eugene)
   Norkenzie Road, Lane County
   Grading and Paving

   Fifteen-foot lanes with barrier protected, four-foot footpath/bicycle lane. Four-foot sidewalk instead of barrier on one side near end of project.

8. Steel Bridge-NW 14th Avenue (Portland)
   Front Street, Multnomah County
   Grading and Paving

   Four lanes with median. Five-foot sidewalk on one side for pedestrian use.

9. Sunset Highway-Walker Road
   NW 185th Avenue, Washington County
   Grading, Paving and Signals

   Four eleven-foot lanes with 12-foot median and a four-foot shoulder bikeway on each side. Pedestrian signals will be be installed.

10. Lyons and Ellsworth Streets (Albany)
    Albany-Corvallis Highway, Linn County
    Grading and Paving

    Forty-two-foot curb-to-curb. New base and surfacing to be constructed between curbs.

    Same as No. 3.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

Section Elanca Lane - Donovan Dr. (Eugene) Programming Estimate $

Highway Norkenzi Rd. Proje Length 0.17 mile

County Lane Completion Time 100 cal. days

Kind of Work Grading & Paving Est. Comp. Date July 31, 1983

Prefix 20-8256 Letting Date 12-16-82 Project No. SOS-2003(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ 92,453 75

. . . 500

. . . $ 2000

$ 2,500

Subtotal $ 94,953 75

Contingencies (4-1/2%) 4,272 91

Engineering (~~8, 9,~~ 10%) 9,495 38

Subtotal $

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 108,722 03

Est. State PE Costs	3,600 00
Est. Project Cost	$ 112,322 03
Less Federal Funds	28,352.00
City's Share of Costs	$ 83,970 03

By rounding the city's advance deposit will be $84,000.00

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 11-15-82

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 3]
District Number
Resident Engineer

ATTENTION: Jack Ayres

FROM: P. M.

COMMENTS: Please forward to the city

Form 731-0022 (6-80) SP*71282-734

Section Elarco Lane - Donovan Dr. (Eugene) Programming Estimate $

Highway Norkenzie Rd. Proj Length 0.17 mile

County Lane Completion Time 100 cal. days

Kind of Work Grading & Paving Est. Comp. Date July 31, 1983

Prefix 20-8256 Letting Date 12-16-82 Project No. SOS-2003(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 92,453 75

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching & Landscaping	$ 2000	$ 2,500
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 94953 75
Contingencies (4-1/2%)		4272 91
Engineering (~~8, 9,~~ 10%)		9,495 38
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 108,722 03

Est. State PE Costs	3,600 00
Est. Project Cost	$ 112,322 03
Less Federal Funds	28,352 00
City's Share of Costs	$ 83,970 03

By rounding the city's advance deposit will be $84,000.00

Section Elanco Lane - Donovan Dr. (Eugene) Programming Estimate $ ______

Highway Norkenzi[illegible] Rd. Project Length 0.17 mile

County Lane Completion Time 100 cal. days

Kind of Work Grading & Paving Est. Comp. Date July 31, 1983

Prefix 20-8256 Letting Date 12-16-82 Project No. SOS-2003(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 92,453.75
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	500.-	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching & Landscaping . .	$ 2000	$ 2,500
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 94,953.75
Contingencies (4-1/2%)		4,272.91
Engineering (~~8, 9,~~ 10%)		9,495.38
Subtotal		$
Credit for ______		
Estimated Net Authorization, Construction		$ 108,722.03

APPROVED

______
Road Design Engineer

Rev. 11/81

~~SUMMARY--BID SCHEDULE~~-COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section: Flanco Lane - Donovan Drive (Eugene)	County: Lane		Sheet 1 of
Kind of Work: Grading & Paving	Length: 0.17 mi.	Date: 11-15-82	Name: Galloway

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All	(7%)	6,050-
2	Temporary Protection And Direction Of Traffic		Lump Sum	All	-	2700^{00}
	ROADWORK					
3	Clearing And Grubbing		Lump Sum	All	-	2500^{00}
4	Removal Of Structures And Obstructions		Lump Sum	All	-	5000^{00}
5	General Excavation		Cu.Yd.	360	7^{00}	2,520-
6	Crushed Rock Backfill		Cu.Yd.	105	15^{00}	1,575-
7	Bar Run Embankment		Cu.Yd.	115	10^{00}	1,150-
8	Furnishing And Placing Topsoil		Cu.Yd.	35	15^{00}	525-
9	Aggregate Base		Ton	100	10^{00}	1,000-
10	Class "B" And Class "C" Asphalt Concrete		Ton	300	45^{00}	13,500-
11	Concrete Wall, 0-2' High		Lin.Ft.	335	9^{50}	3,182^{50}
12	Concrete Wall, 2'-3' High		Lin.Ft.	385	12^{75}	4908^{75}
13	Concrete Wall, 3'-4' High		Lin.Ft	50	18^{00}	900-
14	Concrete Wall, 4'-5' High		Lin.Ft.	30	23^{00}	690-
15	Concrete Wall, 5'-6' High		Lin.Ft.	15	26^{00}	390-
16	10-inch Sewer Pipe		Lin.Ft.	25	15^{00}	375-
17	T.V. Inspection Of Sewer Lines		Lin.Ft	25	5^{00}	125-
18	Connection To Existing Manhole		Each	1	250^{00}	250-
19	Concrete Inlet		Each	1	500^{00}	500-
20	CL-6 Chain Link Fence		Lin Ft	815	7^{50}	6,112^{50}

734-1736 (8-81)

OREGON STATE

SUMMARY--BID SCHEDULE--COST ESTIMATE

HIGHWAY DIVISION

Section: Elanco Lane -Donovan Drive (Eugene)
County: Lane
Sheet 2 of
Kind of Work: Grading & Paving
Length: 0.17 mi
Date: 11-15-82
Name: Galloway

No.	Item	Code	Unit	Quant.	Unit Cost	Total
21	Concrete Walks		Sq. Ft.	2,200	2^{00}	4400
22	3/4"-0 Aggregate Under Walks		Sq. Ft.	1,800	0^{75}	1,350
23	Standard Curb And Gutter		Lin. Ft.	60	6^{00}	360
24	5-Foot Curb And Gutter		Lin. Ft.	350	8^{00}	2,800
25	Concrete Walk And Gutter		Lin. Ft.	815	11^{00}	8,965
26	Concrete Barrier		Lin. Ft.	825	25^{00}	20,625
					Total	92,453^{75}

734-1736 (8-81)

```
                                                                                 SEPTEMBER 1982        PAGE 1781
TOTAL TO DATE JOB COST SUMMARY
                                                                                     FISCAL            GRAND TOTAL
                                           PREFIX       FUNCTION   GR  CURRENT MONTH    YEAR TO DATE         TO DATE
DESCRIPTION OF JOB OR DEPARTMENT                                                                            126.71
                                      020  8249         921      00
                                                  ** JOB TOTALS **               **                **       632.37  **

                                                                                                                   STATE
   ELANCO LN-DONOVAN DR           CONT NO         FA PROJ NOS                                                330.22
                                      020  8256         900      00                                          394.44
                                      020  8256         901      00           23.42          225.80          181.38
                                      020  8256         905      00                                           88.58
                                      020  8256         920      00                           88.58          994.62  **
                                                  ** JOB TOTALS **            23.42  **      314.38  **

                                                                                                                   STATE
   CHANGE TO 120-8207             CONT NO       * FA PROJ NOS                                              2,186.27
                                      020  8269         199      00                                        2,186.27CR
                                      020  8269         594      00                                                  **
                                                  ** JOB TOTALS **                   **                **

                                                                                                                   STATE
   PNW BELL-INSP BURIED CABLE HW  CONT NO       * FA PROJ NOS                                                387.52
                                      020  8281         199      00                                          387.52CR
                                      020  8281         594      00                                                  **
                                                  ** JOB TOTALS **                   **                **

                                                                                                                   STATE
   EUGENE-PSE ROSEVELT BLVD       CONT NO         FA PROJ NOS                                                 65.92
                                      020  8282         199      00                          163.58CR      2,138.38CR
                                      020  8282         296      00                          163.58        2,138.38
                                      020  8282         299      00                                        2,248.79CR
                                      020  8282         594      00                                              .90
                                      020  8282         900      00                                        1,940.02
                                      020  8282         901      00           89.06          323.51           47.94
                                      020  8282         901      00 &         47.94           47.94           88.58
                                      020  8282         905      00                           88.58          144.54
                                      020  8282         907      00                                           85.75
                                      020  8282         910      00                                          138.71
                                      020  8282         911      00                          138.71        2,473.55
                                      020  8282         923      00                                        2,737.12  **
                                                  ** JOB TOTALS **           137.00  **      598.74  **

                                                                                                                   STATE
   SPRINGFIELD-42ND&MCKENZIE HWY  CONT NO       * FA PROJ NOS                                336.55CR      3,337.72CR
                                      020  8285         296      00                          336.55        3,337.72
                                      020  8285         299      00                                        5,000.00CR
                                      020  8285         594      00                                          378.18
                                      020  8285         900      00                                        2,567.66
                                      020  8285         901      00                                          132.72
                                      020  8285         905      00                                        4,802.34
                                      020  8285         911      00                                           12.00
                                      020  8285         914      00
```

3)

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2020

11-10-82

Attention: Right-of-way Section

Subject: Federal Aid Project No. 505-2003(2) Prefix 20-8256

Project Name Elanco Lane - Donavan Drive Norkenzie Drive

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 10th day of NOV., 1982

City of Eugene
Bert Teitzel
Bert Teitzel
City Engineer

Certified By:
Regional Right-of-Way Supervisor
Date 11/15/82

Instructions: Complete A or B and C.
R/W File No. ______

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Eugene, Oregon

Sept. 23, 1982

FILE:

DW Greene

FROM: D. W. Greene
Project Manager

TO: Alfred Shirley
Region Engineer

SUBJECT: Plans and Special Provisions
Elanco Lane - Donovan Drive
Norkenzie Road
Eugene City Street
Lane County

ATTN: Jack Ayres

Herewith are the plans and special provisions for the above listed project.

Please note that the enclosed letter from the City of Eugene requests a final review of the plans and specifications prior to advertising the project.

DWG:km

cc: Dave Reinhard
Const.

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

September 14, 1982

Doug Greene, Project Manager
Oregon State Highway Division
1849-1/2 Garden Avenue
Eugene OR 97403

ELANCO STREET TO DONOVAN SECTION, NORKENZIE ROAD

In response to your transmittal of May 28, 1982, we are herewith returning a set of prints of the project plans, showing the corrections that you suggested. Also enclosed is a copy of the preliminary special provisions for the project, on which we would appreciate your review and comment. We would like to have the opportunity of one final review of the plans and specifications before the job is advertised.

This will also serve as the letter requested earlier by Jack Ayres of Region 3, confirming that the City wishes the State to advertise for bids and award the contract for this project, with the City performing the construction engineering, as outlined in the previously authorized agreement between the City and the State.

Please contact Dave Reinhard at 687-5238 for further information about this project.

Dave Reinhard
(for)

Bert S. Teitzel, PE
City Engineer

BST:DR:dcm/Ma21

Enclosure

ROAD DESIGN SECTION 378-6558 DES 16

Jack Ayres
Federal Aid Engineer

May 28, 1982

Lyle K Walters for
D. R. Adams
Final Design Engineer

Donovan St. to 160" South
of Elanco St.
Mckenzie Road (City of Eugene)
Lane County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wekerlig

RECEIVED
MAY 28 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

We have checked the subject project and offer the following required or suggested revisions:

Required:

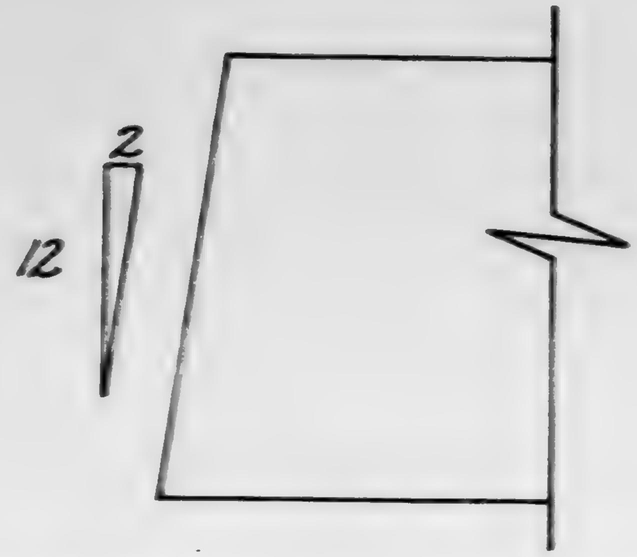
1. Sign the title sheet.

Suggested:

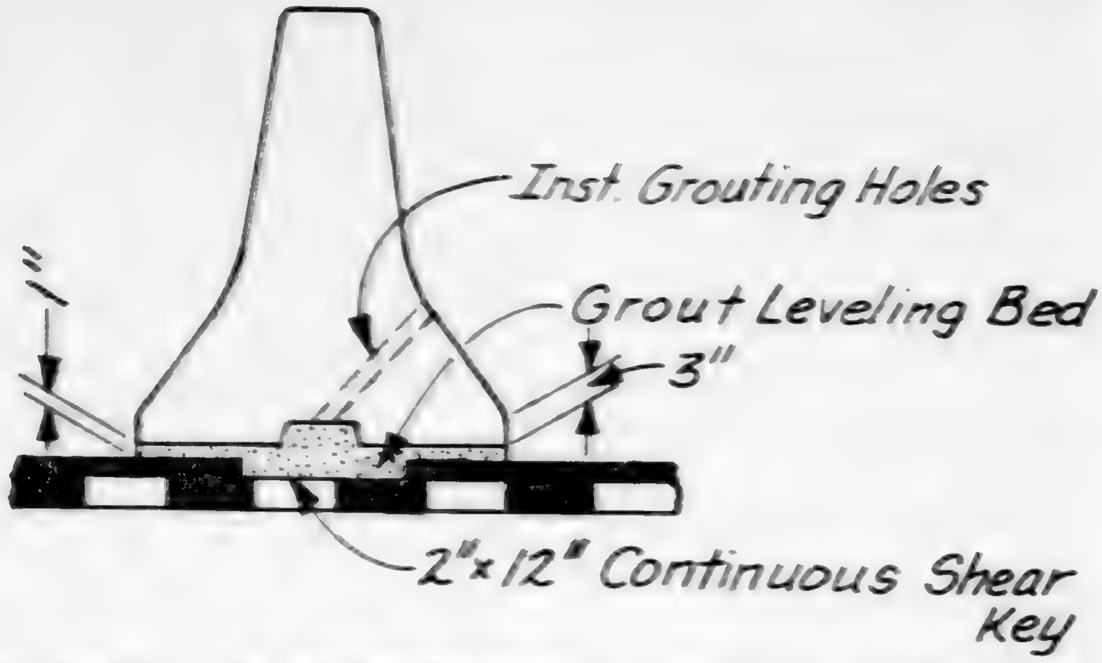
1. Index the sheets on title sheet.
2. Sheet 2 - Notes 2, 2a, 3b and 4 are somewhat confusing.
3. Earthwork brackets.
4. Sheet 5 - No typical sections for Stations 38+90 to 39+20 and 45+40 to 46+40.
5. No base design shown for Station 45+25 to 46+40 (7" AC plus existing base).
6. Sheet 6 - No dimension for post section, end view.
7. Add concrete barrier grout detail as per attached sketch.

When completed the original plans should be sent to us for further processing.

DRA:rlr
Attachments



CONCRETE BARRIER TRAILING END TERMINAL


Inst. Grouting Holes
Grout Leveling Bed
1"
3"
2"x12" Continuous Shear Key

CONCRETE BARRIER GROUT

PRO 6

1591

STATE OF OREG

INTER FFICE MEMO

Highway Division - Region 3 440-3399

TO: Frank Terpin
Location Engineer

DATE: May 18, 1982

FROM Jack Ayres JA
Region Federal Aid Specialist

SUBJECT: Submittal of Plans
Elanco Lane - Donovan Drive
Norkenzie Road
Lane County

Attached are three sets of Region-approved preliminary plans for the Elanco Lane - Donovan Drive (Norkenzie Road) section.

Please advise Project Management and take appropriate action.

3 copies of the plans

ja/cp
attach.
cc: D.H. Moehring
L. Asburry
D. Greene

to [illegible] Govern't 5-19 82

Return [illegible]

5-[illegible]-82

Contains
Recycled
Materials
81 125 1387

RECEIVED
MAY 19 1982
LOCATION
SECTION

SP*75683-12*

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
EUGENE, OREGON
May 10, 1982

for L.D. Lindley

FROM: D.W.Greene
Project Manager

TO: J.Gix
Region Construction Engineer

SUBJECT: Resubmittal of Plans
Elanco Lane - Donovan Drive
Norkenzie Road
Lane County

Enclosed are three (3) sets of plans for the subject project.

Responses to the questions raised by Jack Ayres are as follows:

1. Typical drawings on page 5 do not agree with plan sheet. This has been corrected.
2. No barrier north of Beltline on the east side. Having reviewed this with the City Traffic Engineer, we would like to continue to show the standard curb and gutter at this location. This is for the reason of cost savings and we feel the barrier is optional since this is on the inside of the curve.
3. Use of shoulder barrier versus standard barrier. We reviewed this and can see no real benefit to the shoulder barrier. According to the OSHD standard drawing, the "narrow section" cannot be used in this case because it will not be fully backfilled.
4. Barrier on top of curb does not provide adequate protection. We agree, and the design has been changed.
5. Suggest saw cutting asphalt and pouring concrete to neat line. We have found it more satisfactory to cut an extra foot or so of asphalt, then replace it to match the new concrete. This gives us better control over the grade of the concrete.
6. Confusion on quantities, and what do we do with the old asphalt. We will supply quantities with special specs. We feel the amount of asphalt and existing rock involved is not large enough to warrant recycling.
7. Suggest analysis of bending moment on retainaing wall; also reinforcing and allowance for expansion. We will check the design of the wall and submit calculations if required.

The seven replies above are contained in a letter addressed to this office by Mr. Bert S. Teitzel, City Engineer, City of Eugene.

LDL:wh
Enclosure
cc: Construction
File

ROSEBURG REGION
RECEIVED
MAY 13 1982

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.	FME	RBI	ATE	AA

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PRO

TO: REGION ENGINEERS

DATE: April 6, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Safer Off-System Road Projects

Copy 3
orig

On page 68 of the "82-87 Six-Year Highway Improvement Program" there is a listing of projects which was approved for SOS funding.

The following projects from this list have prefixes assigned:

Prefix	County	Region	Section
205-1937	Columbia	1	Clatskanie Slough (Inglis) Bridge
326-1945	Multnomah	1	SW 9th Place-SW 8th Ave (Portland)
222-1974	Linn	2	Thomas Creek (Jordan Rd) Bridge
20-8256	Lane	3	Elanco Lane-Donavan Drive BIKEWAY C XING
230-1952	Umatilla	5	McKay Creek (Platt) Bridge
230-1953	Umatilla	5	Powerline Road at Columbia R Hwy

As of April 2, 1982, all of the above prefixes are cancelled (no further work is to be done) except on Elanco Lane-Donavan Drive.

Work on this excepted section is to progress only to the extent necessary for the City of Eugene to prepare plans, specifications and estimate; for State to review; and, City of Eugene to advertise, award contract and perform construction engineering.

FET:PVL:ge

cc E. S. Hunter
Walt Hart
L. E. George
R. E. Royer
D. H. Moehring
J. H. Versteeg
J. B. Boyd
Gary Potter

RECEIVED
TECHNICAL SERVICES
APR 7 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7524

Eugene.

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: John Scofield,
Surfacing Design Engineer

DATE: December 24, 1981

FROM: David L. Jones,
Project Manager

726-3582

SUBJECT: Proposed Typical Sections
Elanco Ln.-Donovan Dr.
Off-System Project
City of Eugene

Enclosed for your review and approval are the base designs for the subject project that is being designed by the City of Eugene.

If you have any questions, please contact me.

NOTED
JOHN T. SCOFIELD

1 [illegible] ✓
[illegible] Anderson
2 Adams
[illegible]
Sullivan
[illegible]
[illegible]
[illegible]

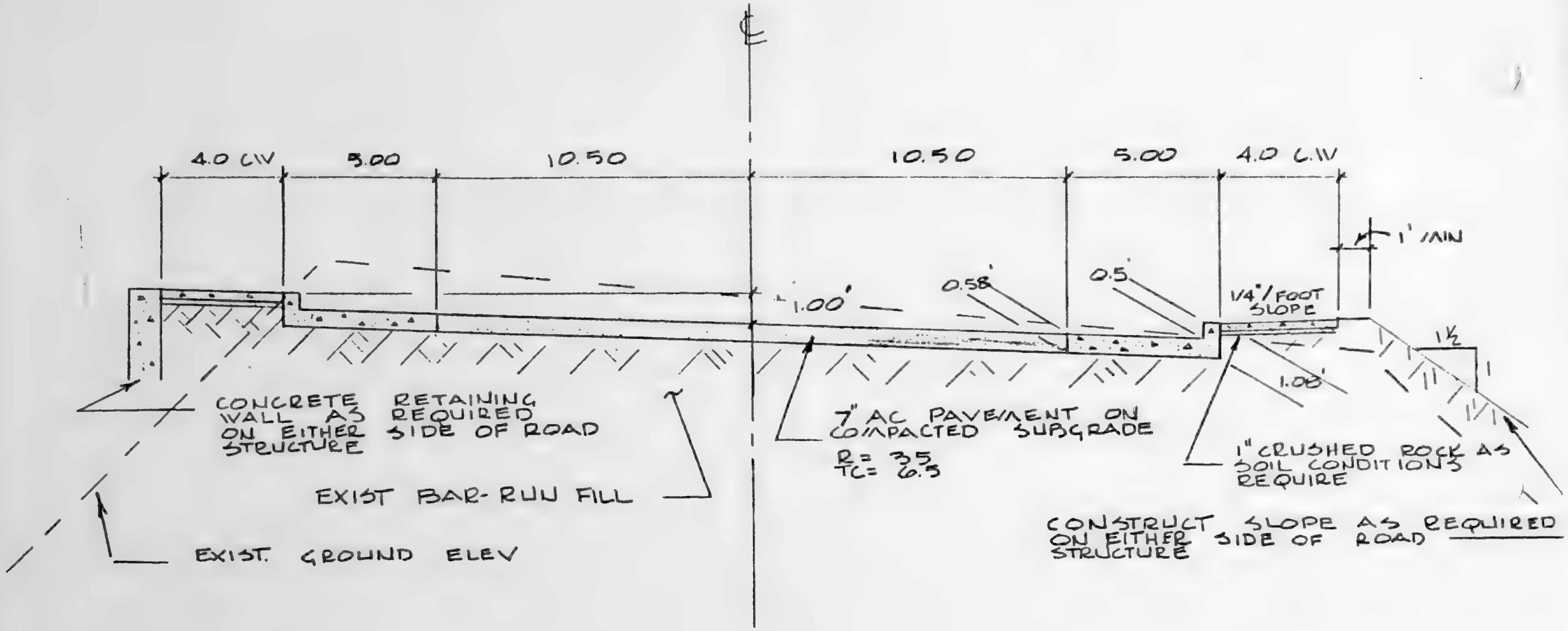
RECEIVED
MAY 29 1982
ROAD DESIGN SECTION

Do Not File
Return To
[illegible]
Action

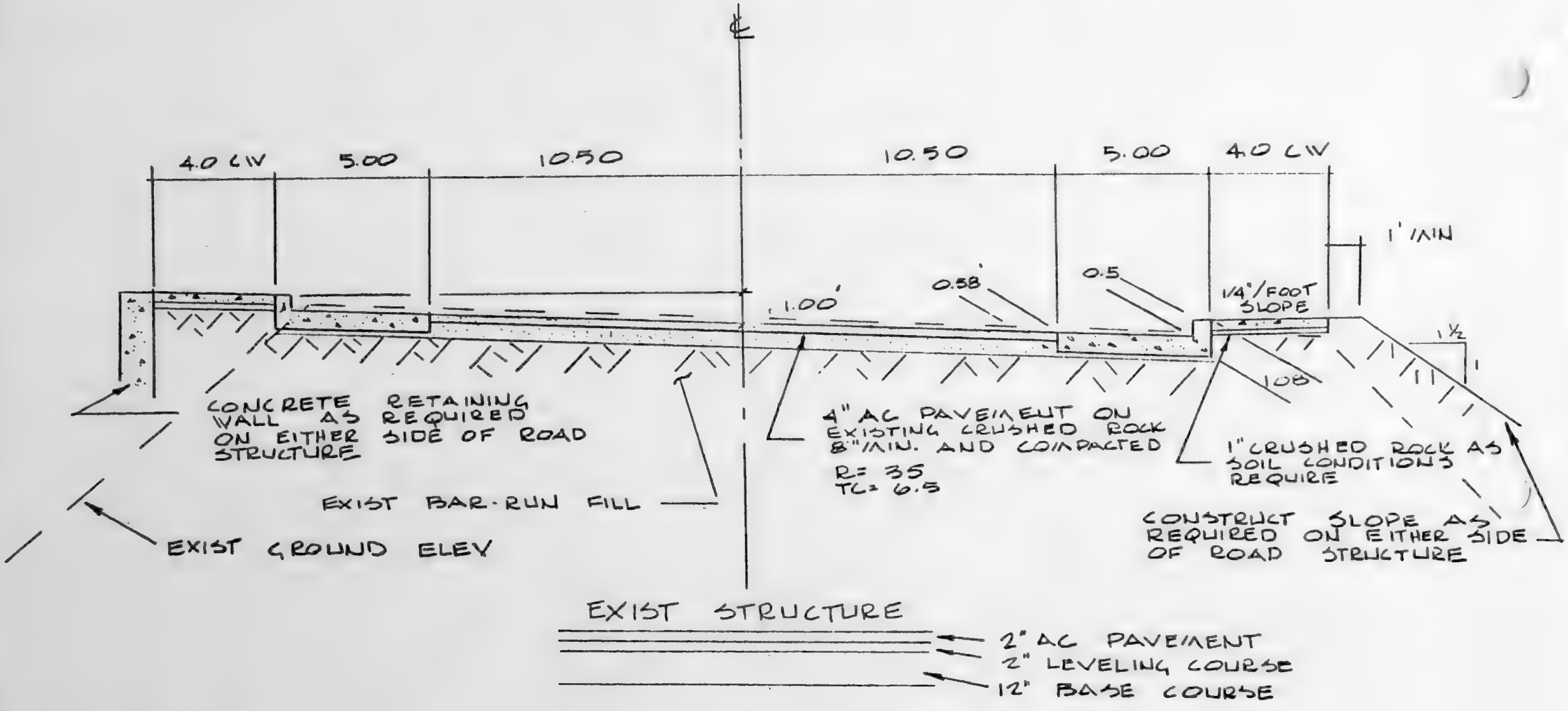
2/12/82
This design has been reviewed and found Suitable

J T Scofield

TYPICAL X-SECTION 45+25 TO 46+40


℄
4.0 C.W
5.00
10.50
10.50
5.00
4.0 C.W
1' MIN
1.00'
0.58'
0.5'
1/4"/FOOT SLOPE
1.08'
1½
1
CONCRETE RETAINING WALL AS REQUIRED ON EITHER SIDE OF ROAD STRUCTURE
EXIST BAR-RUN FILL
EXIST. GROUND ELEV
7" AC PAVEMENT ON COMPACTED SUBGRADE
R= 35
TC= 6.5
1" CRUSHED ROCK AS SOIL CONDITIONS REQUIRE
CONSTRUCT SLOPE AS REQUIRED ON EITHER SIDE OF ROAD STRUCTURE

TYPICAL X-SECTION 39+00 TO 40+85 &
42+94 TO 45+25


℄
4.0 CW
5.00
10.50
10.50
5.00
4.0 CW
1' MIN
1.00'
0.58'
0.5
1/4"/FOOT SLOPE
1½
1
.108
CONCRETE RETAINING WALL AS REQUIRED ON EITHER SIDE OF ROAD STRUCTURE
4" AC PAVEMENT ON EXISTING CRUSHED ROCK 8" MIN. AND COMPACTED
R= 35
TC= 6.5
1" CRUSHED ROCK AS SOIL CONDITIONS REQUIRE
EXIST BAR-RUN FILL
EXIST GROUND ELEV
CONSTRUCT SLOPE AS REQUIRED ON EITHER SIDE OF ROAD STRUCTURE
EXIST STRUCTURE
2" AC PAVEMENT
2" LEVELING COURSE
12" BASE COURSE

7524

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

City of
EUGENE

July 9, 1981

Jack Ayres
Region III Federal Aid Engineer
Oregon State Highway Division
PO Box 1128
Roseburg OR 97470

NORKENZIE OVERPASS AT BELTLINE HIGHWAY--JOB 1716

This project would be sidewalks, curbs, paving, and fencing on the approaches to the overpass. The total cost estimate for this project is $70,000 for the fiscal year 1981-82.

The City appreciates your consideration to fund this project.

Bert S. Teitzel
City Engineer

BST:JG:ce/Wa19

Cliff Laux
Copy to Hal Reynoldson
Phil Lewellyn

9574

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

6-17-81

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Elanco Lane-Donovan Drive

HIGHWAY NAME: Norkenzie Road (City Street)

HIGHWAY NUMBER:

REGION: 3

ADMINISTRATIVE DISTRICT: 5

COUNTY: Lane

CITY: Eugene

LENGTH:

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Eugene

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Safer Off System

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Sidewalk

PROJECT DESCRIPTION

Construct five foot concrete walks, curbs, gutters and handrails along approaches to the Norkenzie Road overcrossing of Beltline Highway.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH):

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

1 Don

2 LW

RECEIVED

ROAD DESIGN

APPROVED

Location Engineer

Date 6/17/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 @ 12'	Same
SHOULDERS	None	None
MEDIANS	N/A	---
PARKING LANES	None	None
SIDEWALKS	0	2 @ 5'
BIKEWAYS		Recommend Alt. Design 2 @ 4'-5'
INTERCHANGES	N/A	N/A
OTHER:	N/A	N/A

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☐	☒
Citizen Advisory Committee	☐	☐	☒	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☐	☒	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☐	☐	☒

Type ______

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	1
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE		

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

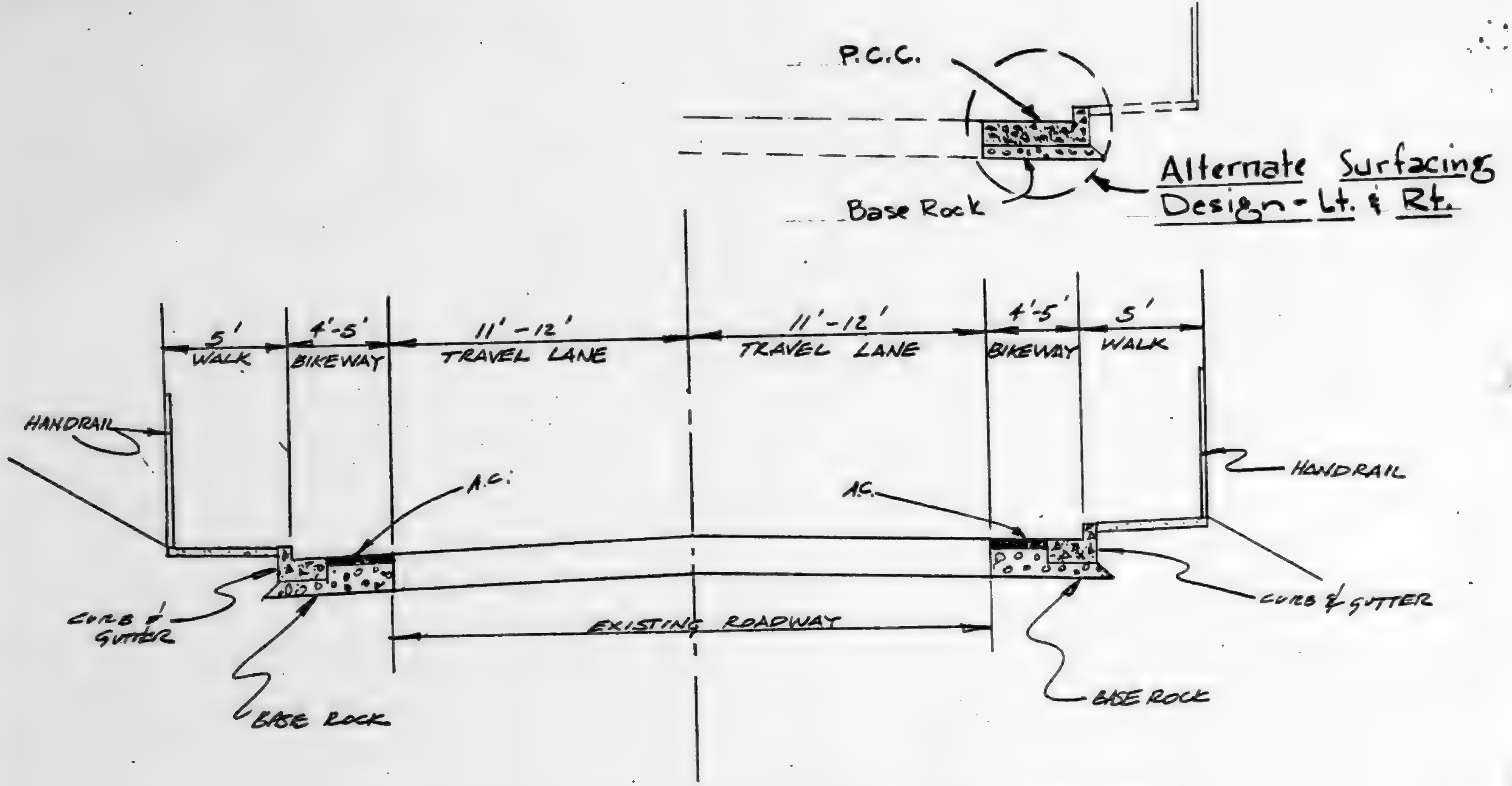
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

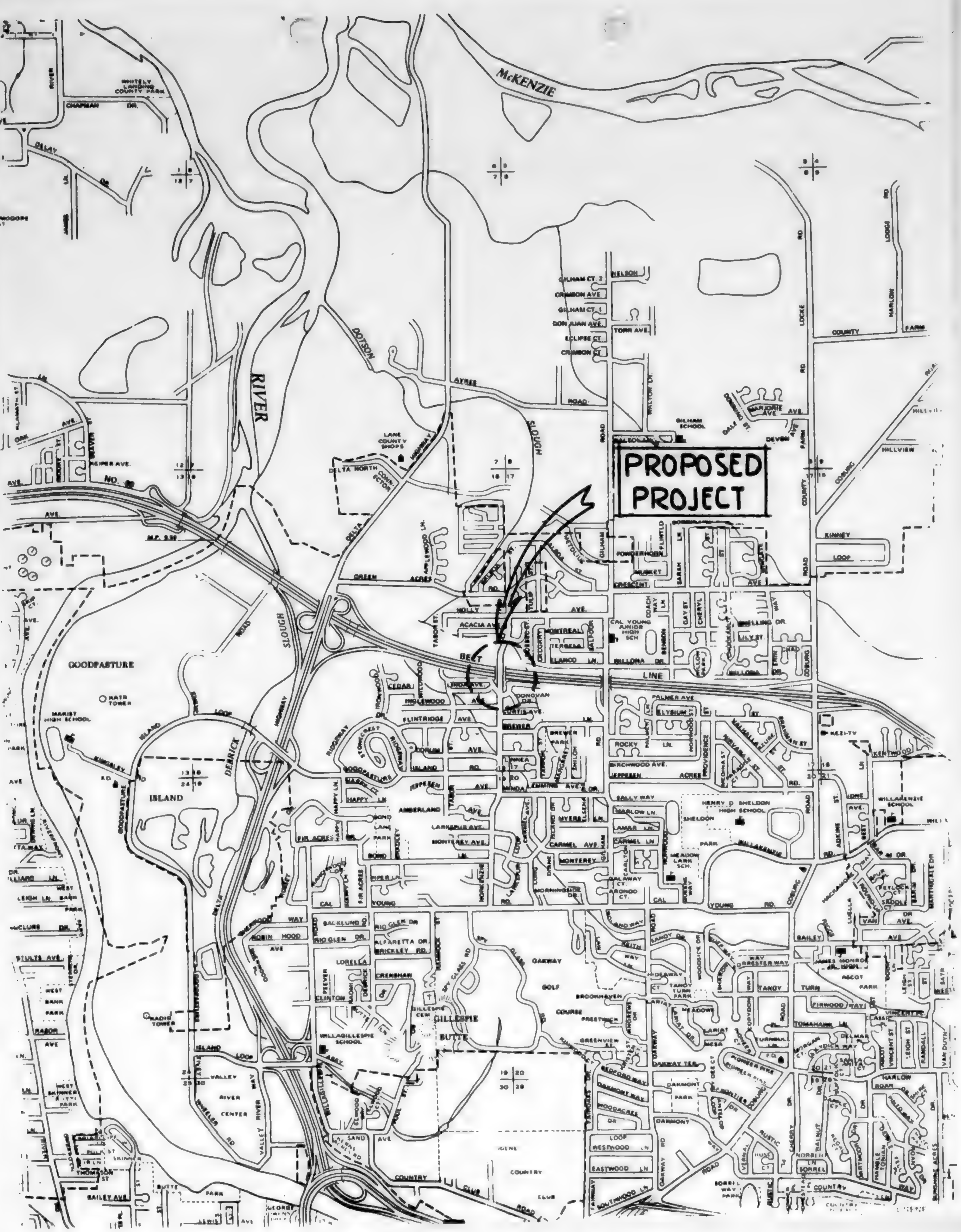
	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	11.050
RIGHT OF WAY	N/A	
TRAFFIC CONTROL		5.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	70,000	
OTHER		
ENGINEERING & CONTINGENCIES	8,050	
PROJECT TOTAL	88,050	94,100

SUBMITTED BY
David L. Jones, Resident Engineer


P.C.C.
Base Rock
Alternate Surfacing Design - Lt. & Rt.
5'
WALK
4'-5'
BIKEWAY
11'-12'
TRAVEL LANE
11'-12'
TRAVEL LANE
4'-5'
BIKEWAY
5'
WALK
HANDRAIL
HANDRAIL
A.C.
A.C.
CURB & GUTTER
CURB & GUTTER
EXISTING ROADWAY
BASE ROCK
BASE ROCK

ELANCO - DONOVAN SECTION
NORKENZIE ROAD
CITY OF EUGENE
TYPICAL SECTION

5-21-81
NO SCALE


PROPOSED PROJECT
McKENZIE
RIVER
WHITELY LANDING COUNTY PARK
CHAPMAN DR.
DELAY
JAMES LN.
DOTSON
AYRES
ROAD
SLOUGH
LANE COUNTY SHOPS
DELTA NORTH CONNECTOR
HIGHWAY
DELTA
NO. 99
REIPER AVE.
OAK AVE.
GREEN ACRES
APPLEWOOD LN.
GILHAM CT. 2
NELSON
CRIMSON AVE
GILHAM CT. 1
DON JUAN AVE.
TORR AVE.
ECLIPSE CT.
CRIMSON CT.
WALTON LN.
GILHAM SCHOOL
MARJORIE AVE.
DALE ST.
DEVON AVE.
LOCKE RD
COUNTY FARM RD
COUNTY FARM
HARLOW RD
LODGE RD
HILLVIEW
COBURG
KINNEY LOOP
POWDERHORN
MUSKET
CRESCENT AVE.
SARAH LN.
HOLLY AVE.
ACACIA AVE.
TABOR ST.
MONTREAL
CAL YOUNG JUNIOR HIGH SCH
TERESSA
ELANCO LN.
WILLONA DR.
SHELLING DR.
LILY ST.
BELT LINE
GOODPASTURE
MATR TOWER
MARIST HIGH SCHOOL
LOOP
ISLAND
DEBRICK
KINGSLEY RD
CEDAR
INGLEWOOD
LINDA AVE.
DONOVAN
CURTIS AVE.
FLINTRIDGE AVE.
BREWER
PALMER AVE
ELYSIUM
ROCKY LN.
BIRCHWOOD AVE.
JEPPESEN ACRES RD.
PROVIDENCE
KEZI-TV
KENTWOOD
WILLAKENZIE SCHOOL
RIDGEWAY DR.
STONECREST
CORUM AVE.
ISLAND RD.
HAPPY LN.
JEPPESEN
AMBERLAND AVE.
LARKSPUR AVE.
MONTEREY AVE.
FIR ACRES DR.
BOND LN.
PIPER LN.
SALLY WAY
HARLOW LN.
MYERS
LAMAR LN.
CARMEL AVE.
CARMEL LN.
MONTEREY
HENRY D. SHELDON HIGH SCHOOL
SHELDON PARK
WILLAKENZIE
MEADOW LARK SCH.
GALAWAY CT.
ARONDO CT.
MORNINGSIDE DR.
CAL YOUNG RD.
ADKINS
BAILEY
ROBIN HOOD AVE
RIO GLEN DR.
ALFARETTA DR.
BRICKLEY RD.
LORELLA
CRENSHAW
CLINTON
SPY GLASS RD
OAKWAY GOLF COURSE
BROOKHAVEN
PRESTWICK
GREENVIEW ST.
HIDEAWAY CT.
TANDY TURN PARK
FORRESTER WAY
TANDY
TURN PARK
FIRWOOD WAY
TOMAHAWK LN.
JAMES MONROE JR. HIGH
ASCOT
VINCENT ST.
RANDALL
VAN DUYN
GILLESPIE CEM
GILLESPIE BUTTE
WILLAGILLESPIE SCHOOL
ISLAND LOOP
VALLEY RIVER CENTER
VALLEY RIVER WAY
RADIO TOWER
OAKMONT WAY
OAKMONT PARK
WOODACRES
WESTWOOD LN.
EASTWOOD LN.
SOUTHWOOD LN.
OAKWAY RD
HARLOW ROAD
RUSTIC
CHERRY
SORREL WAY PARK
COUNTRY CLUB ROAD
EUGENE COUNTRY CLUB
WEST BANK PARK
WEST SKINNER BUTTE PARK
THOMASON ST
BAILEY AVE
MCCLURE DR.
STULTS AVE.
BUTTE PARK
GEORGE

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Section Elanco Lane-Donovan Drive
Highway Norkenzie Road
County Lane
Region 3
(Attach Project Location Map)

Date May 21, 1981
City Eugene Hwy. No.
Begin M.P. Length
Program Estimate
Funding Source SOS

B. Purpose, Need, and Description of Project (Describe Alternatives):

The project is for construction of sidewalk, curb, gutter, handrail and bikeway on the roadway.

C. Recommended Project Classification:

Project Class		Documentation
___	I	Draft and Final EIS
X	II	Categorical Exclusion
___	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding
__ Cultural Resource Survey
__ Section 106 Procedures
__ Noise Study Report
__ Indirect Source Construction Permit
__ Section 4(f) Determination

Basis for Recommended Classification:

No material or characteristic changes in roadway. This project is for sidewalks, curb, gutter, handrail and on-roadway bikeway to improve safety to the traveling public.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No/Gravel	Yes/Paved
Average Daily Traffic (Volume and Year)	Unknown	Unknown
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	Unknown	Unknown

(12-15-80)

E. Preliminary Identification of Environmental Impacts: None

1. Estimated Right-of-Way Impacts: *None*

Acres __________
Estimated Number of Parcels __________
Residential Relocation (No.) __________
Business Relocation (No.) __________

Describe:

2. Estimated Impact on Land Use: None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Improve safety to the traveling public by separating vehicles, pedestrians and bicycles.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

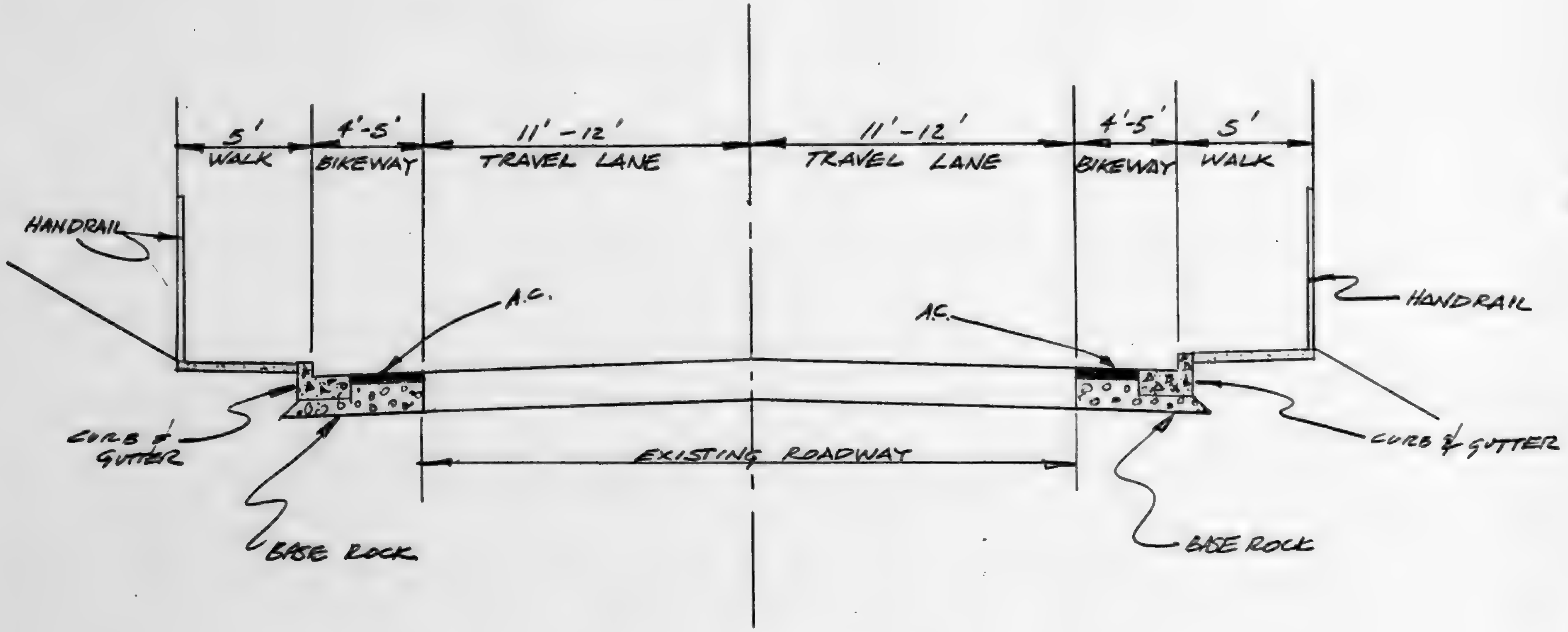
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

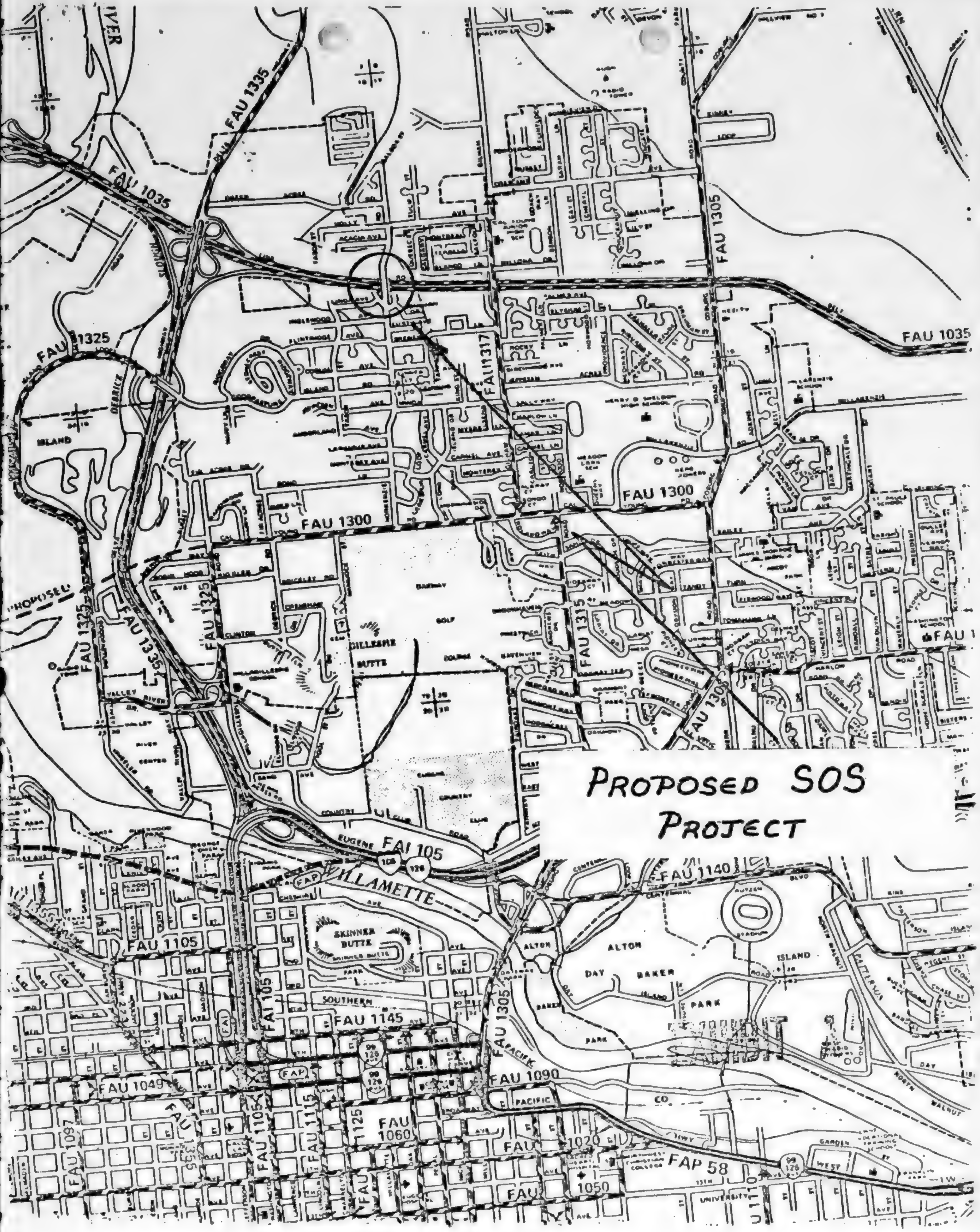
None

Name of Preparer and Phone Number: David L. Jones 726-3582


5'
WALK
4'-5'
BIKEWAY
11'-12'
TRAVEL LANE
11'-12'
TRAVEL LANE
4'-5'
BIKEWAY
5'
WALK
HANDRAIL
A.C.
A.C.
HANDRAIL
CURB & GUTTER
CURB & GUTTER
EXISTING ROADWAY
BASE ROCK
BASE ROCK

ELANCO - DONOVAN SECTION
NORKENZIE ROAD
CITY OF EUGENE
TYPICAL SECTION

5-21-81
NO SCALE



PROPOSED SOS PROJECT

FAU 1335
FAU 1035
FAU 1305
FAU 1035
FAU 1325
FAU 1317
FAU 1300
FAU 1300
PROPOSED
FAU 1325
FAU 1335
FAU 1325
FAU 1315
FAU 1305
GILLESPIE BUTTE
ISLAND
EUGENE
FAI 105
FAP
WILLAMETTE
FAU 1140
ALTON
BAKER
PARK
DAY
ISLAND
SKINNER BUTTE
FAU 1105
SOUTHERN
FAU 1145
FAI 105
FAU 1305
PACIFIC
FAU 1049
FAU 1090
FAU 1097
FAU 1355
FAU 1105
FAU 1115
1125
FAU 1060
FAU 1020
FAP 58
FAU 1050
UNIVERSITY
WEST

9-21

Acct : 2a
Eugene

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Elanco Lane-Donovan Drive

Highway Norkenzie Road

County Lane

Date May 21, 19 81

Authorization No. 1

Survey Prefix 20-8256 (Assigned by Salem office)

Description of termini, route, length, etc.:

Elanco Lane to Donovan Drive on Norkenzie Road in Eugene.

Conduct survey to prepare PS & E documents for sidwalks, curb, gutter and handrail along approaches to the Norkenzie Road overcrossing of Beltline Highway.

Purpose of survey:

Perform the necessary engineering to get the project to PS & E. PE by the City of Eugene with monitoring by OSHD.

Estimate of cost:

Resident Eng.	901	1,000 ~~1,800~~
Local Govt.	903	0 ~~7,200~~
Final Design	905	750
Proj. Mgmt.	920	200
Specifications	921	1,000
Adm. Serv.(eng)	922	100

On [illegible] program 505 $53,000

Total estimated cost of survey 3,050 $ ~~11,050~~

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUN 26 1981
LOCATION
SECTION

Requests made by:

David L. Jones
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

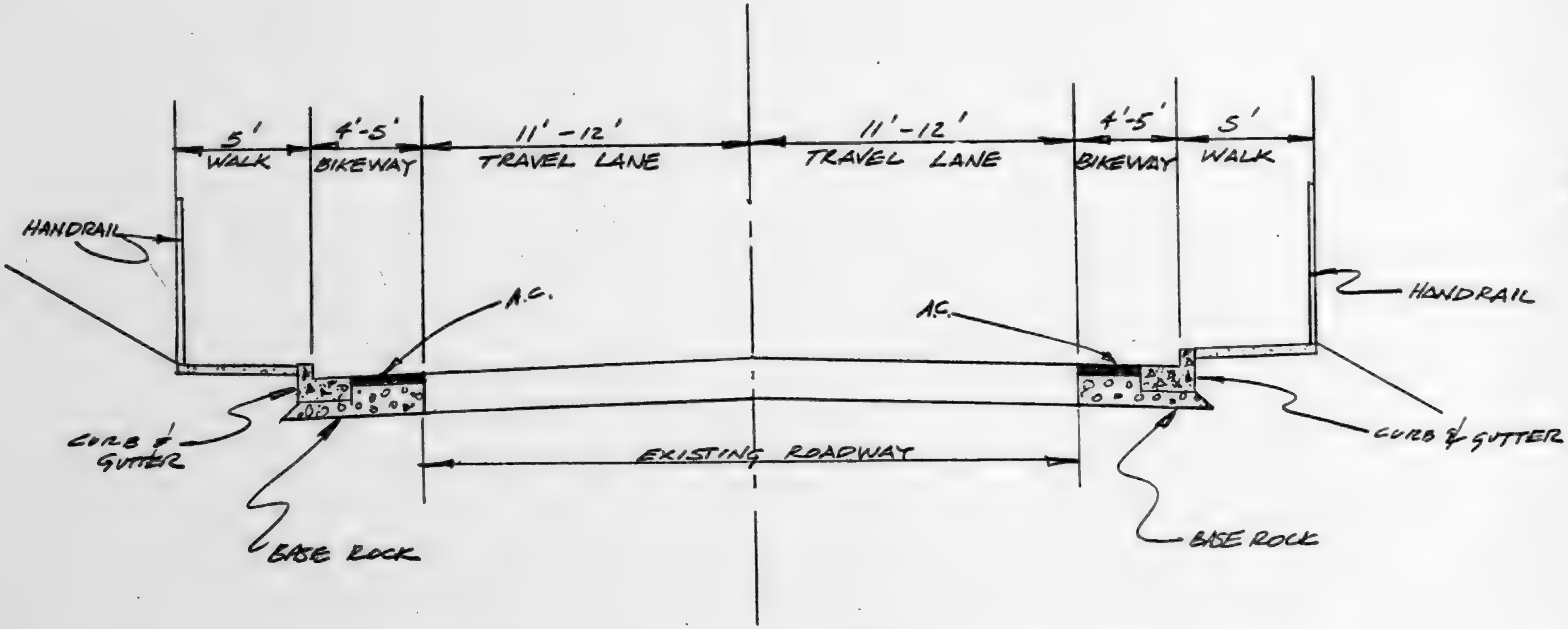
Assistant State Highway Engineer

SP*19760-734

ESTIMATE OF COST

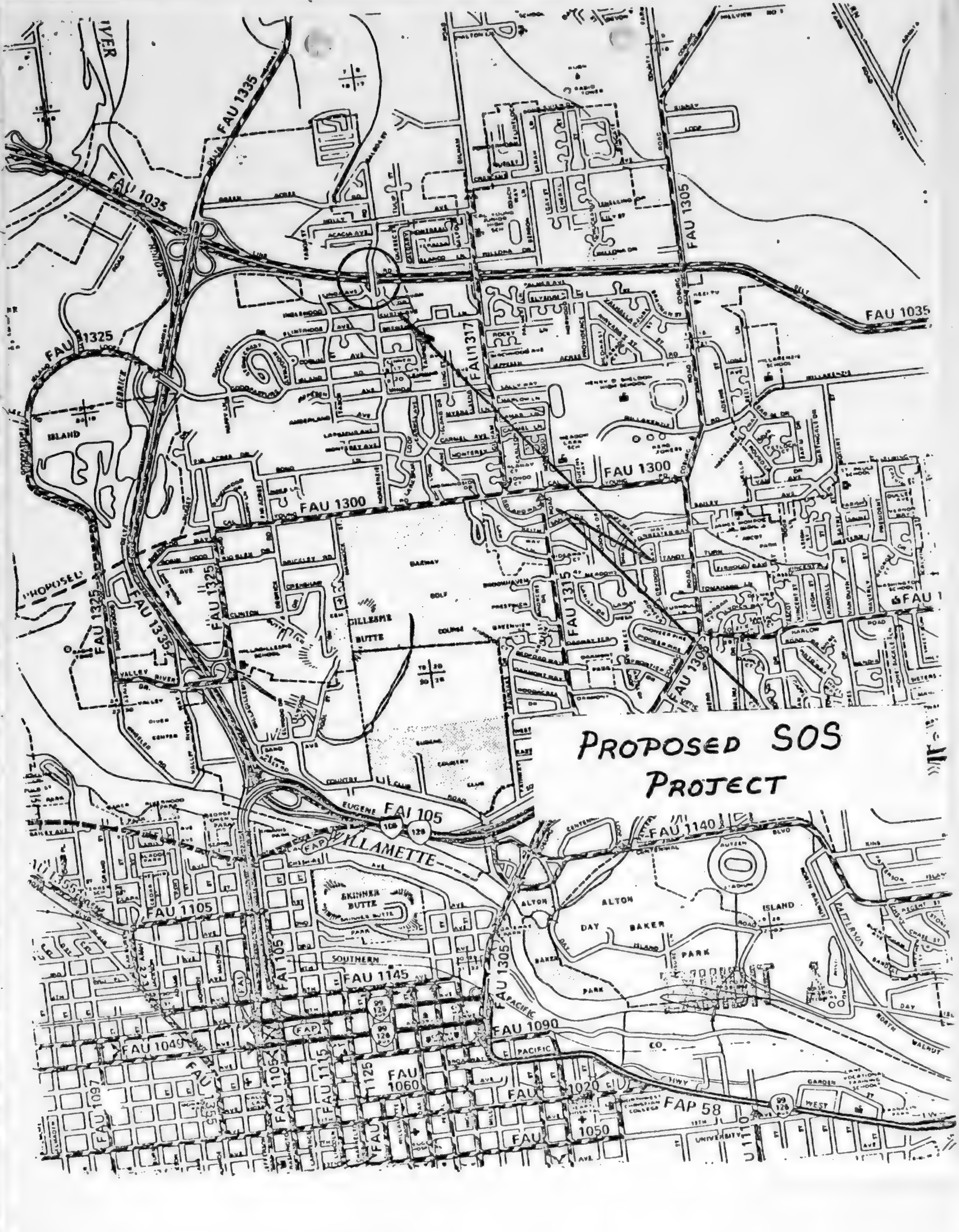
Attachment to Authority for Survey

		STATE	CITY
Resident Engineer	901	$1,800	$2,000
Final Design	905		$4,000
Bridge Design	906		0
Preliminary Design	907		$1,000
Field Testing	908	0	0
R/W Descriptions	909	0	0
Soils & Geology	910	0	0
Sign Design	911	0	0
Landscape Design	912	0	0
R/W Liaison	913	0	0
Utility Liaison	914		$200
Photogrammetry	916	0	0
Recon & Hydrology	918	0	0
Engineering Graphics	919	0	0
Project Management	920		0
Specifications	921		0
Environmental	923		0
Foundation Investigation	926		0
Historical Sites Inventory	975	0	0
Public Hearing Charge	980	0	0


5'
WALK
4'-5'
BIKEWAY
11'-12'
TRAVEL LANE
11'-12'
TRAVEL LANE
4'-5'
BIKEWAY
5'
WALK
HANDRAIL
A.C.
A.C.
HANDRAIL
CURB & GUTTER
EXISTING ROADWAY
CURB & GUTTER
BASE ROCK
BASE ROCK

ELANCO - DONOVAN SECTION
NORKENZIE ROAD
CITY OF EUGENE
TYPICAL SECTION

5-21-81
NO SCALE



4-3-81

13

U. S. DEPARTMENT OF TRANSPOR[illegible]TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-2003(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10129

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/3/81

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Elanco Lane - Donovan Drive Section

11. GENERAL DESCRIPTION OF WORK
Curbs and sidewalks

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of March 23, 1981 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $32,115 Federal Funds $28,352 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
STATE HWY ENGR
APR 7'81
REFER TO Moehring
FOR
Info | Inves | S.O. | Draft | Sign | Act | File

14. DATE 4/3/81

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

March 23, 1981

TO: R.B. Hathaway
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10129
Project No. SOS-2003(2)
Elanco Lane - Donovan Dr. Sec.
Lane County

Enclosed is data consisting of PR-1 forms and sketch maps for the subject project.

I request the following:

1) Concurrence that the project falls under the Statewide Categorical Exclusion approved by FHWA on 2-25-80.

2) Authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $32,155 with an obligation of $28,352 in Federal funds.

Funds for this request are available from releases in obligations on other projects by final voucher submissions or other actions.

CL:bkc
Enc.

cc: A. Shirley (Region 3)
H. Reynoldson

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PROGRAM DATA** (PPM 21-1)
DATE SUBMITTED TO W.O.	3-23-81	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Norkenzie Dr. (Eugene) 65	**ADT**	PRESENT N/A	FUTURE --- (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Curbs & Sidewalks 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 SOS- 23	NUMBER 7 2003

CARD	CLASS OF FEDERAL FUNDS Safer Off System Roads	COUNTY NAME Lane				
	NAME OF URBAN AREA 17-31 Eugene	ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St. (36)	(37)	U.S. ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y051		"Elanco Lane-Donovan Dr. Section"	0.0	32,155	28,352	---	3,803 (Ci

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.0	32,155	28,352	---	3,803 (Ci
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

3-23-81

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ty St., Norkenzie Dr. (Eugene) 65		N/A (66)	--- (70)	(71) (72)	10	Oregon	41 (2) (3)	680 (4) (9)	10129 (14)

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
lks 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	SOS- 14 23	2003 7	(2) 13 (24)	(26)

Safer Off System Roads

Eugene

COUNTY NAME			CODE
Lane			039 (14) (16)
ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St. (36) (37)	U.S. ---- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
E								
OW								
ONST CODE) 051		"Elanco Lane-Donovan Dr. Section"	0.0	32,155	28,352	---	3,803 (City)	ROW-60' minimum; Access Control-none Parking Restrictions-partial.
CL		PROJECT TOTALS	0.0	32,155	28,352	---	3,803 (City)	
ROVAL DATES				(16) (23)	(24) (33)	REMARKS		

-over-

USCOMM

Elanco Lane-Donovan Dr. Section
Project No. SOS-2003(2)

Existing Facilities:

Roadway --------- 30 ft. A.C. surface
Structure ------- OX'ing of Beltline Road is 210' reinforced concrete structure with 30' roadway and 5' sidewalk each side.

Adjacent Sections: Same as existing roadway facility.

Project Data: Work under this project consists of the construction of curbs, 5-ft. sidewalks and handrail along the approaches to Beltline Rd. overcrossing.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Statewide Categorical exclusion approved by FHWA 2-25-80.

FHPM 7-7-5 Requirements:

a) Public Hearings ---- Not required under Oregon Action Plan.
b) Location/Design ---- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 4.
2) Included in LCOG FY 81 TIP A/E on Page 10.

9524

PUBLIC WORKS DEPARTMENT • 858 PEARL ST. • EUGENE, OREGON 97401

February 23, 1981

SOS-2003(2)

Fed. Funds. #28,352

Jack Ayres
Region III Federal Aid Engineer
Oregon State Highway Division
PO Box 1128
Roseburg OR 97470

NORKENZIE OVERPASS AT BELTLINE HIGHWAY

The City would like to undertake this sidewalk and paving project, using the available off-system funds along with City and County funds. Since we will be paving a section of Norkenzie Road from Beltline to the north this summer, we intend to combine this section with that project into one contract, to be let by the City with State monitoring as required.

Please activate the existing file on this job and advise us as to any steps we must take in order to build the project this summer.

Bert S. Teitzel, PE
City Engineer

BST:DR:sba/Mb23

c.c. Phil Lewellyn
Clif Laux
Lyle Watson

Copy to: Harold Reynoldson
Dave Jones

Memo to Files Transfer of Federal Funds 6/13/80

HR

From City of Dufur
Heiler and 4th St's
SOS - 33d(1)

$28,352

To City of Eugene
Elanco Lane - Donovan Dr. Sec.
SOS- 2003(2)

$28,352

(Dufur project has been Cancelled)

Transfer of funds:

$64,500
5448 Less PE

59,052
20,891 Less City of Salem SOS- 2403(1)

38,161
28,352 Less City of Eugene SOS- 2006( )

9,809
9,809 Less ~~Baker~~ Clatsop County Co. OS- 0400(1) ~~SOS- [illegible](2)~~

-0-

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 20, 1979

TO	G. L. Green, Division Administrator Federal Highway Administration
FROM	D. E. Swan Operation Programming Engineer
SUBJECT	Project Data Submission Item No. 90257 Project No. SOS-2003(2) Elanco Lane-Donovan Drive Sec. Lane County

Attached is data for the subject project.

I request the following:

1) Concurrence that the project falls in the classification of nonmajor action as set forth in FHPM 7-7-2 paragraph 10e.

2) Authorization for construction at an estimated total cost of $52,800 with an obligation of $46,408 in federal funds.

CL:dmc
Enc.
cc: A. Shirley, Reg. 3
H. Reynoldson

√ M

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

June 20, 1979

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St., Norkenzie Dr. (Eugene) 21 65	ADT	PRESENT N/A	FUTURE --- (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Curbs & Sidewalks 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SOS- 14 23	NUMBER 2003 7

CARD	CLASS OF FEDERAL FUNDS Safer Off System Roads	COUNTY NAME Lane				
	NAME OF URBAN AREA 17-31 Eugene	ROUTE NO. N	FEDERAL-AID Non	(32)	STATE City St. (36)	U.S. (37) ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"Elanco Lane-Donovan Dr. Section"					
5					CONST (CODE) Y051			0.0	52,800	46,408	-	6,392 (City)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	CL		0.0	52,800	46,408	-	6,392 (City)
1	14	PROGRAM APPROVAL DATES 12-8-78			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

June 20, 1979

ECT LOCATION (45 typewriter spaces) ty St., Norkenzie Dr. (Eugene)	ADT	PRESENT N/A	FUTURE ---	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 680	ITEM NO. 90257

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SOS-	NUMBER 2003	SEQ. NO. (2)	I Projects Only POST MI.	DESIG.

tem Roads

COUNTY NAME: Lane CODE 039

PROGRAM STAGE ☐ 1 OR ☐ 2

ROUTE NO. N FEDERAL-AID Non STATE City St. U.S. ---

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		"Elanco Lane-Donovan Dr. Section"						ROW-60' minimum; Access Control-none; Parking Restrictions-Partial
OW								
NST (CODE) 051			0.0	52,800	46,408	-	6,392 (City)	
CL		PROJECT TOTALS	0.0	52,800	46,408	-	6,392 (City)	

ROVAL DATES 12-8-78

REMARKS

Over

USCOMM DUSCOMM-DC

Elanco Lane-Donovan Dr. Section
Project No. SOS-2003(2)

Existing Facilities:
Roadway - 30 ft. A.C. surface
Structure - OXing of Beltline Road is 210' reinforced concrete structure
with 30' roadway and 5' sidewalk each side.

Adjacent Sections: Same as existing roadway facility.

Project Data: Work under this project consists of the construction of curbs, 5-ft. sidewalks and handrail along the approaches to Beltline Rd. overcrossing.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project under provisions of para. 10e.

FHPM 7-7-5 Requirements:
a) Public Hearings - Not required under Oregon Action Plan.
b) Location/Design - Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 4.
2) Included in LCOG FY 79 TIP A/E on Page 9.

May 15, 1979

City of Eugene
City Hall
Eugene, OR 97401

Attention: Sherman P. Flogstad
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6[illegible]

Gentlemen:

Attached for your records is one fully executed copy each of agreements concerning the following:

1) The Elanco Lane-Donovan Drive Section of Norkenzie Drive

2) The Amazon Channel Bridge Section of Acorn Park Street

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Eugene, Oregon
May 2, 1979

FILE: PRO 6
X MAI 12
4435

FROM:

SUBJECT: Off-Systems Program
City-of-Eugene
Norkenzie Sidewalk

TO: Alfred Shirley, Jr.
Regional Engineer
ROSEBURG

Attention: Jack Ayres
Regional Federal-Aid Engineer

On April 12, 1979 you wrote a letter to Irv Berman acknowledging receipt of certain documents relative to a safer Off-Systems projects.

We noted with interest certain comments Mr. Berman made on page two (last paragraph) of his transmittal letter relative to maintenance of Norkenzie Road.

Our Co-operative Agreement with Lane County concerning Belt Line Road expressly establishes our maintenance requirements at Norkenzie Road (similar situation at Gilham Road). Our responsibility is for structure maintenance only.

Since our take-over of Belt Line Highway, the City of Eugene has constantly been referring maintenance problems of individual citizens to us. We in turn have told the complainants that they must take their problem up with the City or County.

The County has informed us that they feel it is the City's responsibility to maintain the approaches to Gilham and Norkenzie Roads, by virtue of the fact both roads are now in the City. The City has expended money on improvements and possibly assessed property owners for improvements.

The County also contributed money for improvements, with the idea that they would be city streets in the future.

Our office and the County have constantly informed the City that our respective entities are not responsible for maintenance of Gilham and Norkenzie Roads; therefore, we suggest that you officially rebuke the comments in Mr. Berman's letter because they are now trying to shift "their responsibilities" with the letter rather than just vocalizing.

Larry R. Asburry
District Engineer

By Original Signed by David L. Jones

David L. Jones
Asst. District Engineer

DLJ:em

Enclosure

cc: Dave Moehring ✓
Chuck Angermayer w/encl.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 672-6658

April 12, 1979

In Reply Refer to File No.: PRO 6
Eugene

Irv Berman
Asst. Planning Engineer
City of Eugene
858 Pearl St.
Eugene, OR. 97401

Dear Irv:

This will acknowledge receipt of the following from your office concerning the two Off-System projects, namely, Acorn Park Bridge and Elanco Lane - Donovan Drive Section of Norkenzie Drive:

1. Three signed copies of Agreement No. 6890 and city resolution No. 3108 authorizing agreement execution for the Amazon Channel Bridge Section of Acorn Park Street.
2. Three signed copies of Agreement No. 6891 and city resolution No. 3109 authorizing agreement execution for the Elanco Lane - Donovan Drive Section of Norkenzie Drive.
3. Two copies of Project Assessment for Acorn Park Bridge.
4. One letter stressing safety aspects of the two projects.
5. Photographs depicting existing conditions at the two project sites.

By copy of this letter I am forwarding these documents to the Project Management Section in Salem for further processing.

The project assessments will be reviewed by the Region Office prior to being submitted to Salem.

A fully executed copy of the two agreements will be returned to you for your files.

To date Congress has failed to pass funding legislation for the continuance of the Off-System Roads Program. We are hopeful that positive action will be taken and we will be able to continue. Anyway, we will be ready with these two projects if and when funding becomes available.

RECEIVED

Cordially,

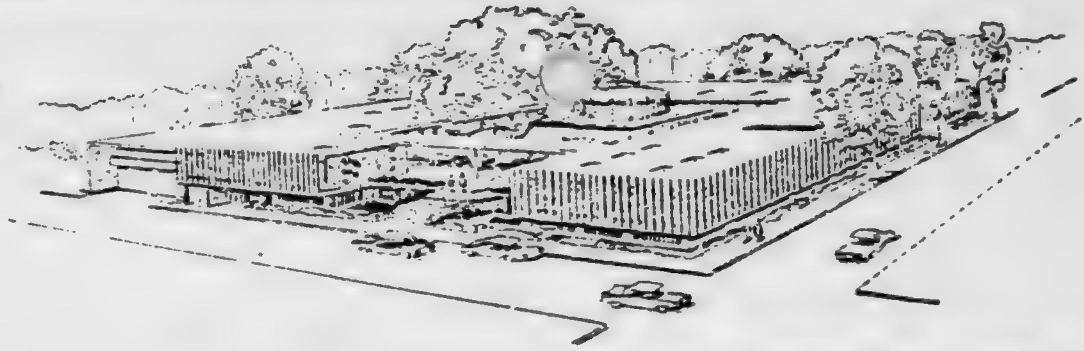
ALFRED SHIRLEY, JR.
Regional Engineer

Jack Ayres
By JACK AYRES
Regional Federal-Aid Engineer

JA/cp
cc: D.H. Moehring
Larry Asburry
Ellis Jones

Form 734-3122

CITY
OF
EUGENE



DEPARTMENT OF PUBLIC WORKS — 858 PEARL STREET — EUGENE, OREGON 97401

April 11, 1979

Alfred Shirley, Jr.
Region Three Engineer
State Department of Transportation
Highway Division, Region Three
PO Box 1128
Roseburg OR 97470
ATTN: Jack Ayres, Federal Aid Engineer

SUBJECT: ACORN PARK BRIDGE AND NORKENZIE DRIVE SAFETY PROJECTS--
OFF SYSTEM ROAD FUNDING APPLICATION APPEAL

Enclosed are three copies each of executed Agreement No. 6890 (Acorn Park Bridge replacement) and Agreement No. 6891 (Norkenzie Drive sidewalk approaches over Beltline Road), along with accompanying City Council Resolution Nos. 3108 and 3109 respectively. Also enclosed are two copies of the Project Assessment for Acorn Park Bridge along with photographs for both projects and for the Gilham Street Overpass (for comparable reference to the Norkenzie proposal herein).

We herewith formally appeal the Region's 1979 funding rejection of both above safety projects, for the following reasons:

Acorn Park Bridge
(Please see enclosed photographs)

1. The existing structural supports have become severely deteriorated and the bridge itself thereby weakened.
2. The eight-ton existing weight limitation presently imposed on the structure, prohibits use by the City Fire Department and therefore increases their response times.
3. Construction of sidewalks on the existing structure is impractical due to the existing widths for two-way traffic (20 feet exists), and the present structural inadequacies outlined above.

4. Increasing residential development south of the bridge is accelerating the need for curb separated sidewalk provisions on the bridge.

5. The lack of minimal bridge shy distance widths encourages vehicles to encroach beyond the centerline into the oncoming traffic lane, thereby causing a further hazard to oncoming traffic as well as any pedestrian or bicyclist present on the opposite side of the bridge.

6. The existing wooden railing along each side of the bridge, and the current impracticality of effective guardrail construction on this existing structure further compounds the safety hazards present.

Norkenzie Drive Sidewalk Approaches

(Please see enclosed photographs)

1. The Norkenzie Drive Overpass serves the student population of Cal Young Junior High School. The Principal, Chuck Stolsig, feels that the present situation definitely endangers the many students using the Beltline Overpass on Norkenzie Drive to reach the school and to return home. We concur with Mr. Stolsig in his observation.

2. Existing shoulders are ill defined on all approaches, and walking students must use the 15-foot travel lane edge prior to entering the bridge's five-foot sidewalk. This proposal would construct five-foot sidewalk approaches to the bridge separated by vertical curbing, adjacent handrails to the embankment on all approaches to the Overpass, and provide bike lanes in the expanded roadway similar to the photographs included herein for the Gilham Road Overpass.

Additionally, we wish to emphasize (in the case of the Norkenzie Drive facilities) that the City has always held that the structures, fills, landscaping, appurtenances, maintenance needs, and safety problems relating to, and resulting from, the Beltline Road system are not now nor have they ever been City responsibilities. Rather the City has historically held Lane County accountable prior to the State/County exchange agreement (for River Road), and therefore the State is now firmly viewed by the City as carrying the aforementioned responsibilities. Our willingness to sponsor this project is the result of the adjacent property owners' and the City's past frustrations in dealing with the County and should not be construed as our willingness to accept jurisdiction over the facility.

We feel that time is exceptionally critical on both safety projects, with special emphasis on the Acorn Park Bridge replacement since it is our highest safety priority project with the Norkenzie Drive Overpass approaching a close second. Please note we are concurrently filing for bridge replacement under the "Bridge Replacement and Rehabilitation Program" in our urgent exploration for immediate funding for the Acorn Park Bridge.

Your consideration of this appeal is sincerely appreciated.

Irv Berman

Irwin Berman, P.E.
Acting Planning Engineer

IB:sp/Tb29

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

City of Eugene

Eugene, Oregon

By: David Reinhard

Planning Engineer (Official Capacity)

Order No. 3-199

Date November 29, 1978

Prefix and account number to which work is to be charged 20-8256

Description and Location of Work To Be Performed or Materials To Be Furnished: Monitor preliminary engineering for the construction of curb and gutter and sidewalks between Elanco Lane and Donavan Drive on Norkenzie Drive. It is located where Norkenzie Drive crosses Beltline Road.

GIFFORD

Estimate of Quantities and Cost

Field	(901)	$1000

Basis of Payment:

☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $ 1000.00

Deposit received by Secretary on

Authority from Requisitionist:

☐ Agreement dated
☒ Letter to Jack Ayres, date 10-13-78
☐ Oral request to , date

Department Authority:

☐ Order of State Highway Engineer
☒ Head of branch or section issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing Ellis H. Jones, Resident Engineer

---

Record of billing requests:

Number			
Date			
Amount			

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

Order prepared by Hwy. Div., Reg. 3 Section

Signed Kenneth D. Coder

Regional Design Engineer

SP*19713-734

November 15, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Fiscal Year 1979 SOS Fund Allocation
Proposed Safer Off-System Roads Projects

On the Consent Calendar for the November 20 meeting will be a tabulation showing the distribution of fiscal year 1979 Safer Off-System Roads funds. The allocation has been computed in accordance with the federal requirements and a formula developed in cooperation with the League of Oregon Cities and the Association of Oregon Counties.

The President signed into law the Surface Transportation Assistance Act of 1978. The act, among other things, extends the SOSR program for four years, FY 1979, 1980, 1981, 1982. Oregon's projected apportionment for FY 1979 is $3,650,000.

I recommend your approval of the allocation of FY 79, SOSR funds. Also on the Consent Calendar will be ten requests for approval of SOS projects. These projects are summarized as follows:

Group I - Eugene - Springfield Urbanized Area

The City of Eugene is requesting two projects, one is for constructing sidewalks and curbs on McKenzie Drive over Beltline Road and is estimated to cost $52,800. The other project is for a bridge over Amazon Channel on Acorn Park Street and is estimated to cost $149,500.

Group II - Cities less than 50,000 population

The City of Baker is requesting a bridge over Powder River on Broadway Street at an estimated cost of $111,000.

The request by the City of Boardman is for grading and paving portions of North Main Street and Columbia Ave. and is estimated to cost $92,500.

Group II - Continued

The City of Canyonville is requesting a grading and paving project on the I-5 to Main Street Section on West First Street and is estimated to cost $75,000.

The City of Carlton is requesting a grading, paving and curbing project on S. Yamhill St., W. Washington St., and E. Polk St. and is estimated to cost $50,000.

The request by the City of Coos Bay is for a grading, paving and curbing project on Ingersol Ave.-Kruse Ave. Section on Tenth Street and is estimated to cost $75,000.

The City of Dallas is requesting a grading, paving, curbing and sidewalk project on portions of Uglow St., Brentwood Ave., "A" Street, and Denton Ave. and is estimated to cost $259,800.

The request by the City of Enterprise is for a grading, paving and curbing project on the Alamo Street-Greenwood Street Section of West Second Street and is estimated to cost $96,000.

The City of Tillamook is requesting a paving project on 4th, 5th, 7th and 8th Streets along with a number of connecting streets and is estimated to cost $97,000.

The Federal funds required for these projects is estimated to be $646,400 and the matching by the local government agencies is $412,200.

These projects have been reviewed, and are eligible for funding under the Safer Off-System Roads Program. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Att.

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
R. N. Bothman
Walt Hart D
D. H. Moehring
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz
D. N. Harwell
Gary Potter
George Bell

PROJECTED FISCAL YEAR 1979 SOS ALLOCATION
NOVEMBER 1978

Oregon's Projected Fiscal Year 1979 SOS Apportionment	$3,650,000

Allocation to Urbanized Areas, Cities Under 50,000 Population, and Counties, Road Districts, Indian Reservations, and certain Federal agencies, is based on Percentage of Off-System Road Mileage.

GROUP I -- URBANIZED AREAS		
14% of Total Off-System Road Mileage		$ 510,000
SALEM	14%	70,000
EUGENE	19%	100,000
PORTLAND	67%	340,000

GROUP II -- CITIES UNDER 50,000 POPULATION	
14% of Total Off-System Road Mileage	$ 510,000

GROUP III -- COUNTIES, ROAD DISTRICTS, INDIAN RESERVATIONS & CERTAIN FEDERAL AGENCIES	
72% of Total Off-System Road Mileage	$2,630,000

SUMMARY
PROPOSED SOS-R PROJECTS

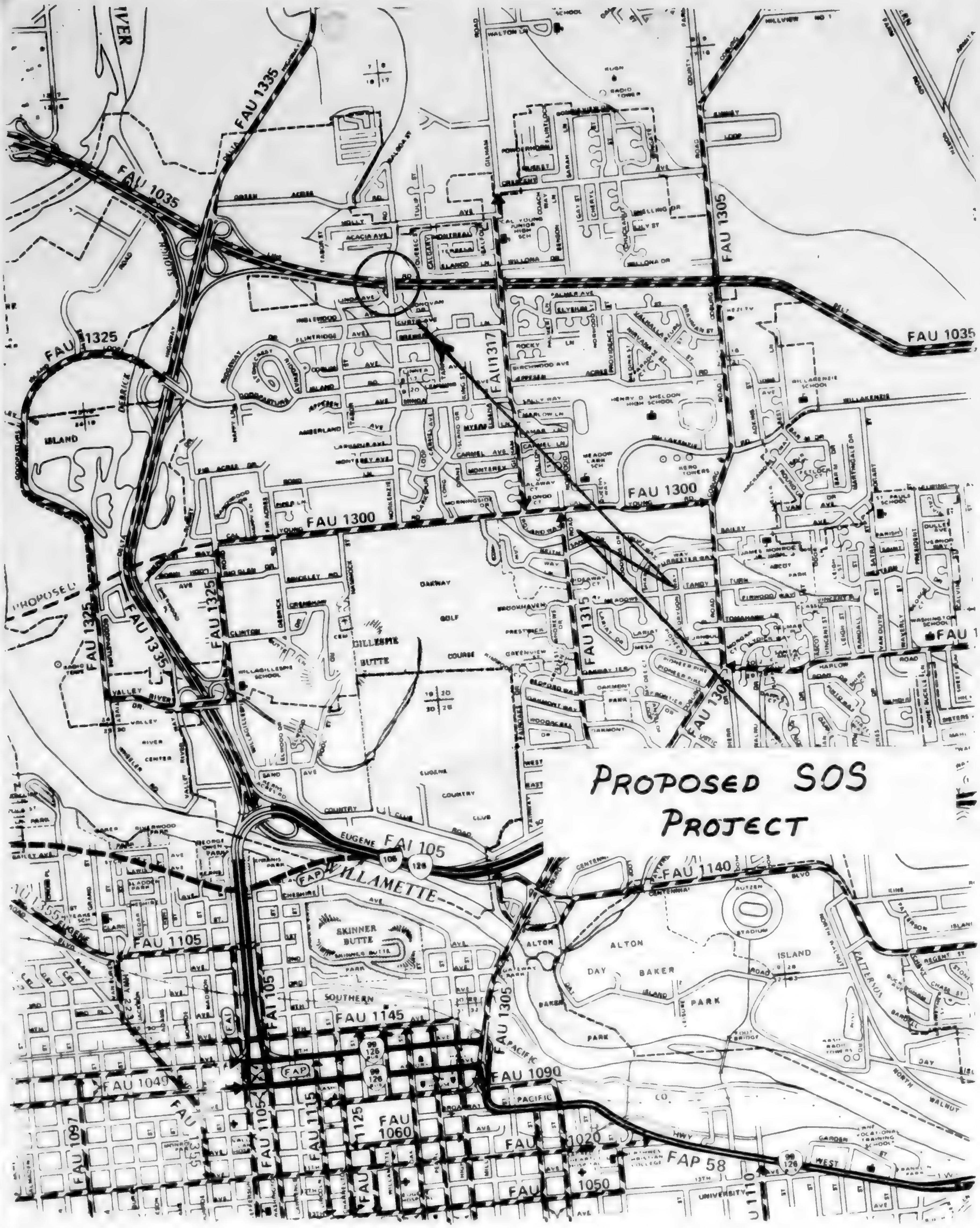
Jurisdiction	Section	Total Cost	Federal Funds	Local Share
GROUP I				
City of Eugene	Amazon Channel (Acorn Park St.) Bridge Structure	$149,500	$ 93,600	$ 20,930
City of Eugene	Elanco Lane to Donavan Dr. Section at Beltline Road Bikeway, handrail, curb and gutter.	$ 52,800	$ 46,800	$ 7,392
GROUP II				
City of Baker	Powder River (Broadway St.) Bridge Structure	$111,000	$ 66,000	$ 45,000
City of Boardman	I-80N-Columbia Ave. Section on N. Main St. N. Main St. east approximately 1,000 ft. on Columbia Ave. (Involves $25,000 SCA Funds)	$ 92,500	$ 66,000	$ 26,500
City of Canyonville	I-5 to Main St. Section W. First Street Grade, pave and curb	$ 75,000	$ 66,000	$ 9,000
City of Carlton	Portions of S. Yamhill St., W. Washington St., & E. Polk St. Grade, pave and curb	$ 50,000	$ 44,000	$ 6,000
City of Coos Bay	Ingersol Ave.-Kruse Ave. Section Tenth Street Grade, pave and curb	$ 75,000	$ 66,000	$ 9,000
City of Dallas	Portions of Uglow St., Brentwood Ave., and "A" St. Grade, pave, curb and sidewalks	$259,800	$ 66,000	$193,800
City of Enterprise	Alamo St.-Greenwood St. Section W. Second St. Grade, pave and curb (Involves $25,000 SCA Funds)	$ 96,000	$ 66,000	$ 30,000
City of Tillamook	Portions of 4th, 5th, 7th & 8th St., Paving	$ 97,000	$ 66,000	$ 31,000
		$1,058,600	$646,400	$412,200

CITY OF EUGENE
Proposed SOS Project

Elanco Lane to Donavan Drive Section
Norkenzie Drive at Beltline Road
Bikeway, handrail, curb and gutter
City of Eugene
$52,800

Construct sidewalks 5 feet wide, curbs and gutters and handrails along the approach to Beltline over crossing. No additional R/W.

Engineering by City


FAU 1335
FAU 1035
FAU 1325
FAU 1317
FAU 1305
FAU 1300
FAU 1315
PROPOSED
ISLAND
OAKWAY GOLF COURSE
GILLESPIE BUTTE
EUGENE COUNTRY CLUB
HENRY D SHELDON HIGH SCHOOL
CAL YOUNG JUNIOR HIGH SCH
WILLAGILLESPIE SCHOOL
FAI 105
EUGENE
WILLAMETTE
FAU 1140
FAU 1105
SKINNER BUTTE
ALTON BAKER ISLAND PARK
AUTZEN STADIUM
SOUTHERN PACIFIC
FAU 1145
FAU 1049
FAU 1097
FAU 1115
FAU 1125
FAU 1060
FAU 1090
FAU 1020
FAU 1050
FAP 58
FAU 1110
UNIVERSITY

PROPOSED SOS
PROJECT

FEDERAL AID PROJECT REQUEST

Date 10/13/78

Applicant Agency City of Eugene

Request for: Off-System X, FAS-C____, FAUS____ Project

Federal Aid Route No. -- Route Name --

Project Name Norkenzie Sidewalk Approaches

Project Length ________ Project Location (Attach sketch map)

Project Description Provide concrete walks to connect existing sidewalks with walkways on both sides of overpass structure.

Average Daily Traffic N/A Design Speed N/A

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 30' Travel Lanes 2 Shoulders Narrow and ill defined

Medians None Parking None

Sidewalks None

Remarks 5' sidewalks exist on overpass structure.

2. **Desired Roadway Cross Section:** (Attach sketch)

Width Same Travel Lanes Same Shoulders None

Medians None Parking None

Curbed ________ Length Curb Radii ________

Sidewalk/Bikeway- Proposed 5' sidewalk. w/curb and gutter, and handrail

Remarks ________

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width Varies Minimum 60' Maximum 130'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ________

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

None

2. **Proposed Signalization:** None

Location

Type
Phases
Type of Suspension
Interconnected
Remarks

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

None

2. **Proposed Illumination:**

Location None
Type

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location Norkenzie at Beltline
Type Bridge overpass
Approach Roadway Width 30' Shoulder Width None
Length 210' Width 40'
To remain in place? Yes

2. **Proposed Structure:**

Location Same

Approximate Size: Length Width

Are sidewalk/bikeways desired: Yes

Are any utilities to be attached to structure? No

Are provisions for illumination desired?

Are there any unusual or complicating conditions? No

Remarks The two foot high retaining walls may be construed as a proposed structure their total length is 1015'.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Eugene Public Works, Information Coordinator Office
2.	Environmental	Eugene Public Works, Planning Division Office
3.	Public Hearing	Eugene Public Works, Information Coordinator Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State____ Consultant____

2. Project construction engineering to be performed by:

Applicant X State ________ Consultant ________

3. Will applicant perform any work prior to or after award of contract?

Yes X No ________

If "yes," describe briefly: Survey, preliminary and final design, cost estimates, contract administration.

4. Applicant's estimate of cost for requested project: Please see attached estimate

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	
PROJECT TOTAL	$

Remarks ________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Eugene and/or ________ COUNTY

By David Reinhard By ________

By Planning Engineer By ________

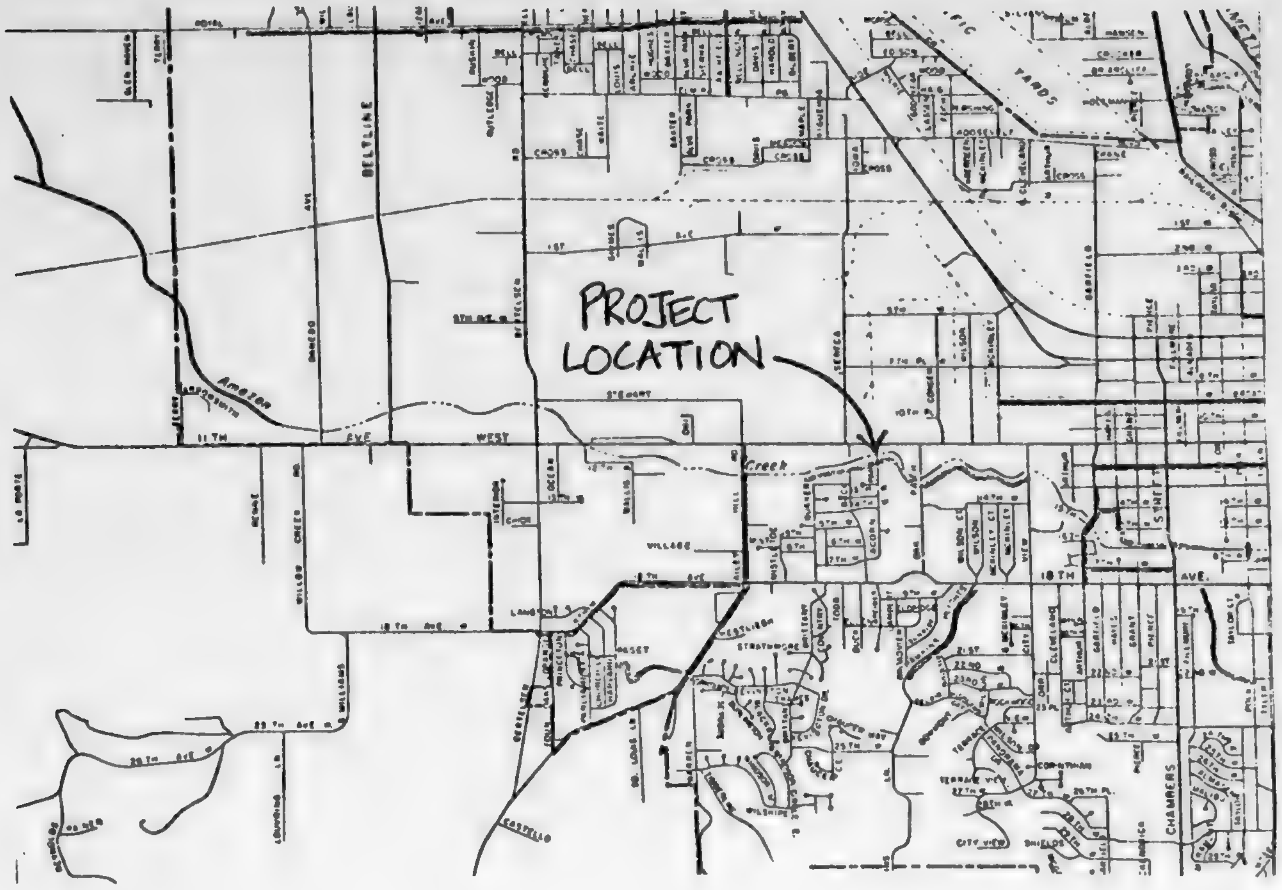
By ________

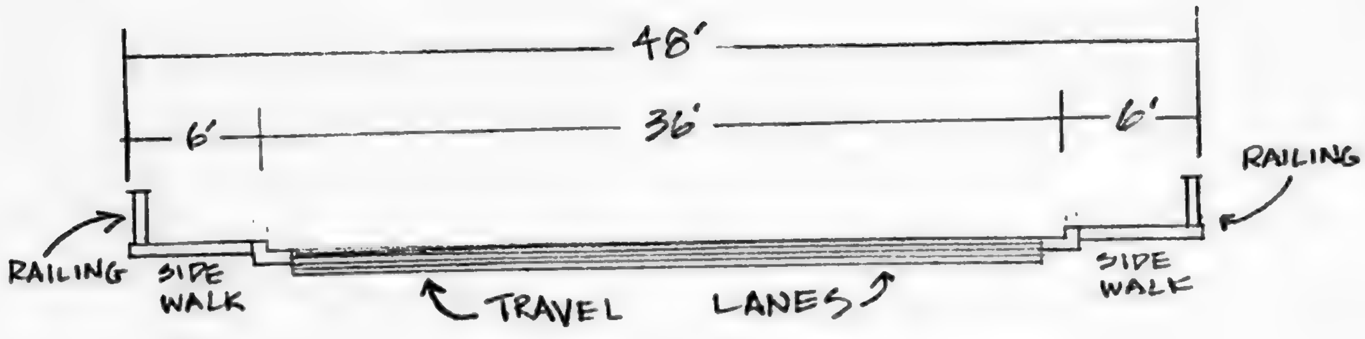
NORKENZIE ROAD OVEREPASS PRELIMINARY COST ESTIMATE

Item	SW	SE	NW	NE	Total
Curb and gutter	165 feet	350 feet	450 feet	250 feet	1,215 feet
Five-foot walk	825 sq. feet	1,750 sq. feet	2,250 sq.feet	1,250 sq. feet	6,075 sq. feet
Two-foot high retaining wall	165 feet	350 feet	250 feet	250 feet	1,015 feet
Five-foot handrail	165 feet	165 feet	450 feet	450 feet	1,230 feet
Fill			200 yards		200 yards
Excavation					350
AC (tons)					200

Item			
Curb and gutter	1,215 feet @ $5.15 feet	=	$ 6,300
Five-foot walkway w/rock	6,075 sq. feet @ $1.50	=	9,200
Two-foot retaining wall	1,015 feet @ $9.50	=	9,700
Five-foot high handrail	1,230 feet @ $7.00	=	8,700
Fill	200 yards @ $5.00	=	1,000
Excavation	350 yards @ $3.75	=	1,300
A.C.	200 tons @ $22.00	=	4,400
SUBTOTAL			$40,600
+ 15 percent CONT.			$ 6,100
+ 15 percent ENG.			6,100
TOTAL			$52,800

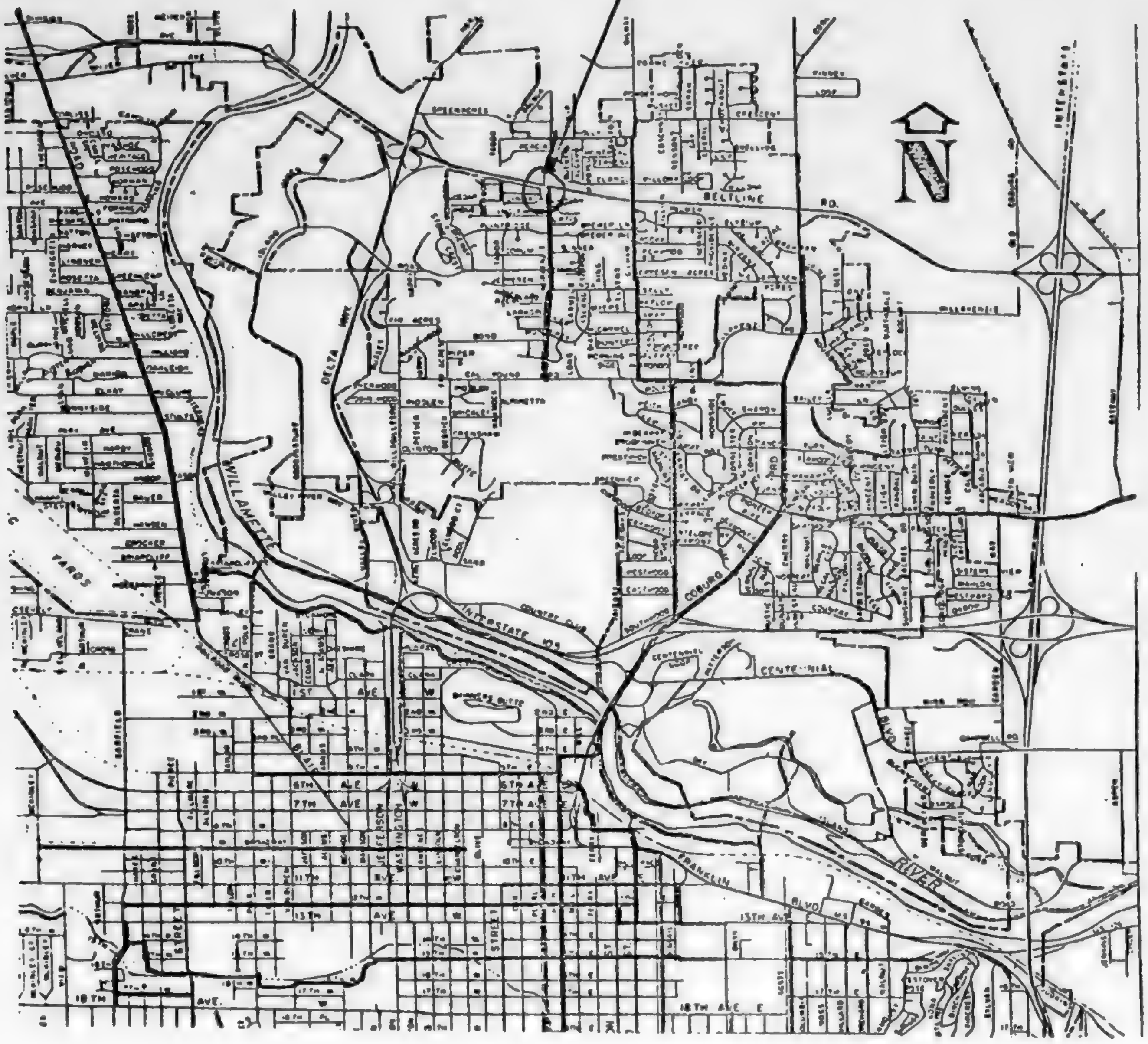
ND:jm/Ta10

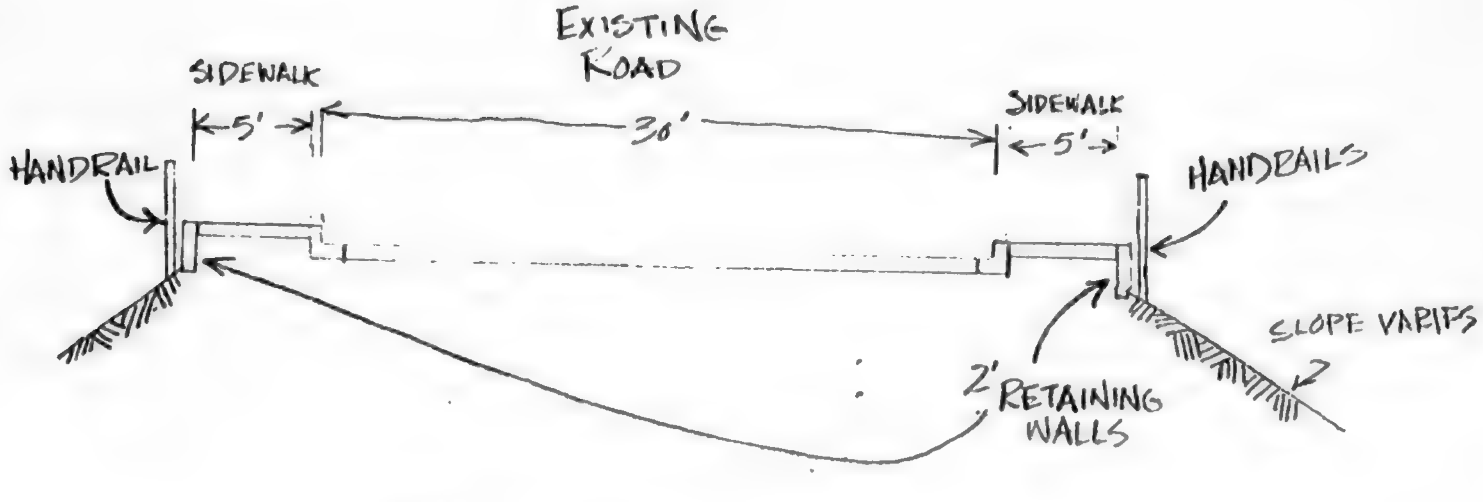

PROJECT LOCATION
BELTLINE
Amazon
11TH AVE WEST
Creek
18TH AVE.
CHAMBERS


48'
6'
36'
6'
RAILING
RAILING
SIDE WALK
SIDE WALK
TRAVEL LANES

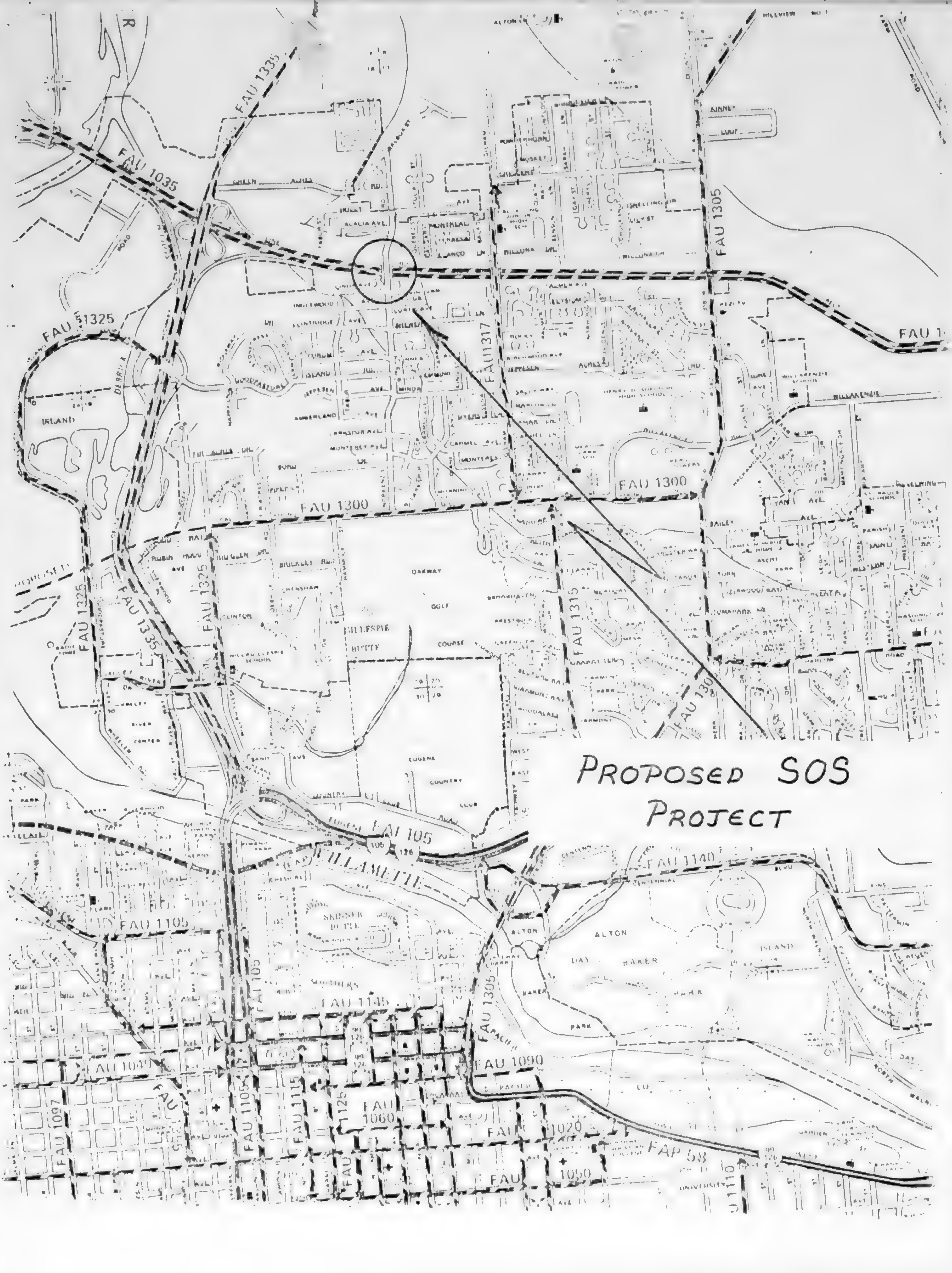
TYPICAL SECTION OF
PROPOSED STRUCTURE ROADWAY

PROJECT LOCATION


N
BELTLINE RD.
WILLAMETTE
RIVER
INTERSTATE 105
DELTA
COBURG
FRANKLIN
BLVD
CENTENNIAL
INTERSTATE 5


EXISTING ROAD
SIDEWALK
5'
30'
SIDEWALK
5'
HANDRAIL
HANDRAILS
SLOPE VARIES
2' RETAINING WALLS

TYPICAL SECTION



PROPOSED SOS PROJECT

FAU 1335
FAU 1035
FAU 1325
FAU 1317
FAU 1305
FAU 1300
FAU 1315
FAU 1
FAU 105
FAU 1105
FAU 1140
FAU 1145
FAU 1049
FAU 1090
FAU 1097
FAU 1115
FAU 1125
FAU 1060
FAU 1020
FAU 1050
FAP 58
FAU 1110
OAKWAY GOLF COURSE
GILLESPIE BUTTE
EUGENE COUNTRY CLUB
ISLAND
WILLAMETTE
SKINNER BUTTE
ALTON BAKER PARK
DAY ISLAND
VALLEY RIVER CENTER
KINNEY LOOP

Lane Council of Governments
NORTH PLAZA LEVEL PSB / 125 EIGHTH AVENUE EAST / EUGENE, OREGON 97401 / TELEPHONE (503) 687-4283

August 4, 1978

Mr. Robert Burco
Administrator
Department of Transportation
State Highway Building
Salem, OR 97310

Dear Mr. Burco:

At its July 27, 1978 meeting, the Metropolitan Area Transportation Committee adopted the following priorities for the Safer Off-System funds allocated to the Eugene-Springfield metropolitan area:

Project	Jurisdiction	Description	Federal Funds	Total Cost
South 70th-South 71st Street Loop	Springfield	Storm sewer, curbs, widen roadway, paving	$ 52,000	$ 67,000
Norkenzie Overpass at Beltline Road	Eugene	Sidewalk for bridge approaches	$ 46,800	$ 60,000
Acorn Park Road	Eugene	Bridge replacement over Amazon Parkway	$ 93,600	$120,000
		TOTAL:	$192,000	$247,000

All three projects have been included in the Annual Element of the Preliminary Eugene-Springfield area FY79-FY81 Transportation Improvement Program. Eugene and Springfield will apply for use of the funds in the near future.

Sincerely,

Tom Jenkinson

Tom Jenkinson
Executive Director

cc: Larry Rulien
Bill Cranford
Bud Shirley

[illegible]

RECEIVED

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9560 (1982) ENDS WITH 9584 (1982)

FLASH CARDS: (Cont'd. from Reel 236)

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	237	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 21st DAY OF December 1992 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR

1982 Steel Br. -NW 14th Ave. 9585
Sec. of (Front St.) in Ptld.
(Grad, pav, illum. & signals)

jc cc: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT January 31, 1986	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9300(8)
COMPLETION DATE (Actual) June 1, 1984	ACCEPTANCE DATE BY CONRTACT AGENCY June 21, 1985	TIME ELAPSED 100 %	CONTRACT TIME 320 days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

STEEL BRIDGE - NW 14TH AVENUE (PORTLAND)
N. W. FRONT AVENUE
Grading, Paving, Illumination & Signals

This project provided for the complete reconstruction of Front Avenue to four-lane section with parking and a sidewalk on the east side. The estimated final cost of the contract is $1,775,026, which is 9 percent under the original authorization.

For more detail see the attached statement of overruns and underruns.

- TPL -

RECEIVED
[illegible] HWY ENGR
FEB 18 '86
REFER TO
Fredrickson
FO
Info Invest R/D [illegible] [illegible] [illegible] File

NOTED
W. E. SCHWAR[illegible] wx
2/20

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
TITLE Area Engineer	DATE [illegible]	TITLE Field Operations Engineer	DATE [illegible]

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

July 3, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

COM 5
#9585

Contract No. 9585 awarded to Eudaly Bros. for work on the Steel Bridge-N.W. 14th Avenue (Portland) Section of FAU 9300 in Multnomah County was completed on November 15, 1984, and accepted by the State Highway Division on June 21, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 9, 1985.

No claims for labor or material have been filed with us against the bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Eudaly Bros.
6920 N.E. 42nd Avenue
Portland, OR 97218

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-152 PROJECT REPORT NUMBER MODIFICATION NUMBER 3	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Multnomah Project Number IX-9300(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 27, 19 83 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,970,000	$ 2,005,000
Federal funds	$1,674,498	$ 1,704,248
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15th day of January, 19 [illegible].

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 4, 1985

Federal-Aid Project No. IX-9300(8)

Steel Bridge-NW 14th Ave. (Portland)
FAU 9300 (NW Front Ave.)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1+05.1 to Sta. 49+75)

Subtotal from Estimate of August 17, 1984		$ 1,600,261.77
Addtional Item		
Roadway Lighting, Poles & Arms (PA #5C)		$ 15,441.00
	Subtotal	$ 1,615,702.77
	Engineering	204,629.23
	Total	$ 1,820,332.00

Type Code Y030
Illumination

Total as on Estimate of January 5, 1983	$ 119,261.00

Type Code Y033
Traffic Signals (6 Locations)

Total as on Estimate of January 5, 1983	$ 65,407.00
Length of Project Roadway	0.922 mi.
Cost of Roadway Per Mile	$ 1,974,329.72

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$1,820,332.00	$1,547,282.00	$ 273,050.00
Illumination	119,261.00	101,371.00	17,890.00
Signals	65,407.00	55,595.00	9,812.00
Total	$2,005,000.00	$1,704,248.00	$ 300,752.00

Group 1 100%
Contract No. 9585
Prefix: 726-1919
Prefix: 326-1062
Prefix: 426-1041

RHZ:bkb

9545

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-157	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County MULTNOMAH
MODIFICATION NUMBER 2		Project Number IX-9300(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 27, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,961,971.00	$ 1,970,000.00
Federal funds	$ 1,667,503.00	$ 1,674,498.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 9, 1984

FEDERAL AID PROJECT NO. IX-9300(8)

STEEL BRIDGE-NW 14TH AVE. (PORTLAND)
FAU 9300 (NW FRONT AVE.)
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 1+05.1 to Sta. 49+75)

SUBTOTAL from Estimate of August 17, 1984		$1,600,261.77
	Engineering	185,070.23
	TOTAL	$1,785,332.00

TYPE CODE ~~Y031~~ Y030
ILLUMINATION

TOTAL as on Estimate of January 5, 1983 $ 119,261.00

TYPE CODE Y033
TRAFFIC SIGNALS (6 LOCATIONS)

TOTAL as on Estimate of January 5, 1983 $ 65,407.00

Length of Project Roadway ------------------------ 0.922 mi.

Cost of Roadway Per Mile ------------------------- $1,936,368.76

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway	$1,785,332.00	$1,517,532.00	$267,800.00
Illumination	119,261.00	101,371.00	17,890.00
Signals	65,407.00	55,595.00	9,812.00
TOTAL	$1,970,000.00	$1,674,498.00	$295,502.00

Group 1: 100%
Contract No. 9585
Prefix: 726-1919
Prefix: 326-1062
Prefix: 426-1041

WH:pf

9585

1

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-236	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County MULTNOMAH
MODIFICATION NUMBER 1		Project Number IX-9300(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 27, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,955,357.00	$ 1,961,771.00
Federal funds	$ 1,662,050.00	$ 1,667,503.00
Other revisions		

This modification is made for the following reasons: To increase construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

By XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 17, 1984

FEDERAL AID PROJECT NO. IX-9300(8)

STEEL BRIDGE-NW 14TH AVE. (PORTLAND)
FAU 9300 (NW FRONT AVE.)
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ADWAY (Sta. 1+05.1 to Sta. 49+75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Foundation Stabilization	$ 9.20	1,220	$ 11,224.00	3,316.29	$ 30,509.87	
1"-0 Aggregate Base	6.75	6,980	47,115.00	8,613.40	58,140.45	
Cement Treated Base Mixture	7.90	22,150	174,985.00	24,715.92	195,255.77	
Class "C" Asphalt Concrete Mixture	15.75	3,460	54,495.00	4,401.05	69,316.54	
8-inch Ductile Iron Sewer Pipeline	25.00	85	2,125.00	447.9	11,197.50	
Extra for Asphalt Approaches	9.25	705	6,521.25	1,516.1	14,023.93	
Railroad Switches (S.F.O. #4)	--	--	--	--	78,537.60	
SUBTOTALS			$296,465.25		$456,981.66	
					Increase	$ 160,516.41
			SUBTOTAL from Estimate of January 5, 1983			1,439,745.36
					SUBTOTAL	$1,600,261.77
					Engineering	176,841.23
					TOTAL	$1,777,103.00

TYPE CODE Y030
ILLUMINATION

TOTAL as on Estimate of January 5, 1983 $ 119,261.00

TYPE CODE Y033
TRAFFIC SIGNALS (6 LOCATIONS)

TOTAL as on Estimte of January 5, 1983 $ 65,407.00

Length of Project Roadway --------------------- 0.922 mi.

Cost of Roadway Per Mile ---------------------- $1,932,862.26

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway	$1,777,103.00	$1,510,537.00	$267,315.00
Illumination	119,261.00	101,371.00	17,890.00
Signals	65,407.00	55,595.00	9,812.00
TOTAL	$1,961,971.00	$1,667,503.00	$295,017.00

Group 1: 100%
Contract No. 9585
Prefix: 726-1919
Prefix: 326-1062
Prefix: 426-1041

WH:pf

9585

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-7	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL AID PROJECT AGREEMENT**	State Oregon County Multnomah Project No. IX-9300(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Steel Bridge - N.W. 14th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-82	0.922
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT $ 1,955,357.00	FEDERAL FUNDS $ 1,662,050.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D. L. Swan

Acting Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon January 5, 1983

Federal-Aid Project
No. IX-9300(8)

Steel Bridge-N.W. 14th Ave. (Portland)
FAU 9300, Front Ave.
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 1+05.1 to Sta. 49+75)

Mobilization	(85 %)	All Required	$ 23,375.00
Temporary Protection and Direction of Traffic		All Required	4,500.00
Temporary Signs	270 Sq. Ft.	8.00	2,160.00
Temporary Plastic Safety Markers	250 Each	39.00	9,750.00
Temporary Barricades, Type II	14 Each	30.00	420.00
Temporary Barricades, Type III	5 Each	100.00	500.00
Flagmen	4,000 Hour	15.00	60,000.00
Removal of Structures and Obstructions		All Required	3,500.00
Filling Abandoned Sewers	80 Cu. Yd.	80.00	6,400.00
General Excavation	26,000 Cu. Yd.	3.25	84,500.00
Salvage and Stockpile Belgian Blocks	27,700 Sq. Yd.	2.50	69,250.00
Soil Sterilization	40 lbs.	15.00	600.00
Trench Excavation	7,730 Cu. Yd.	4.25	32,852.50
Utility Trench	4,900 Lin. Ft.	2.75	13,475.00
Granular, Trench Backfill	5,260 Cu. Yd.	8.15	42,869.00
Foundation Stabilization	1,220 Cu. Yd.	9.20	11,224.00
Exploratory Excavation	50 Cu. Yd.	9.50	475.00
Furnishing and Placing Topsoil		All Required	10,500.00
1"-0 Aggregate Base	6,980 Ton	6.75	47,115.00
Aggregate Shoulder Material	1,190 Ton	6.80	8,092.00
Railroad Ballast	1,110 Ton	6.50	7,215.00
Cement Treated Base Mixture	22,150 Ton	7.90	174,985.00
Cement in CTB Mixture	1,290 Ton	70.00	90,300.00
Asphalt in Seal		All Required	14,500.00

Class "B" Asphalt Concrete Mixture	3,400 Ton	15.75	53,550.00
Class "C" Asphalt Concrete Mixture	3,460 Ton	15.75	54,495.00
Asphalt Cement in Mixture	400 Ton	170.00	68,000.00
6-inch Sewer Pipe	17 Lin. Ft.	6.43	109.31
8-inch Sewer Pipe	275 Lin. Ft.	6.15	1,691.25
10-inch Sewer Pipe	1,390 Lin. Ft.	6.42	8,923.80
12-inch Sewer Pipe	880 Lin. Ft.	10.75	9,460.00
15-inch Sewer Pipe	1,180 Lin. Ft.	12.15	14,337.00
18-inch Sewer Pipe	880 Lin. Ft.	16.50	14,520.00
24-inch Sewer Pipe	150 Lin. Ft.	23.50	3,525.00
27-inch Sewer Pipe	50 Lin. Ft.	28.50	1,425.00
30-inch Sewer Pipe	360 Lin. Ft.	36.00	12,960.00
8-inch Ductile Iron Sewer Pipe	85 Lin. Ft.	25.00	2,125.00
Connect 10-inch Pipe to 12-inch Pipe		All Required	2,200.00
12-inch Tap	1 Each	550.00	550.00
18-inch Tap	3 Each	600.00	1,800.00
Temporary Connection to Manhole	2 Each	250.00	500.00
Connection to Existing Manhole	2 Each	350.00	700.00
Connection to Existing Inlet	5 Each	200.00	1,000.00
8-inch Permanent Plug	58 Each	65.00	3,770.00
10-inch Permanent Plug	4 Each	100.00	400.00
12-inch Permanent Plug	4 Each	100.00	400.00
15-inch Permanent Plug	1 Each	125.00	125.00
16-inch Permanent Plug	3 Each	135.00	405.00
18-inch Permanent Plug	5 Each	150.00	750.00
10-inch Closure Collar	1 Each	200.00	200.00
18-inch Closure Collar	1 Each	225.00	225.00
30-inch Closure Collar	2 Each	350.00	700.00
12"x6" Tee	1 Each	100.00	100.00
18"x6" Tee	1 Each	150.00	150.00
3/4"-0 Bedding Material	290 Cu. Yd.	12.80	3,712.00
Installing 18-inch Pipe Under Railroad	180 Lin. Ft.	192.00	34,560.00
Concrete Manholes	28 Each	1,500.00	42,000.00
Concrete Inlets, Type P	20 Each	330.00	6,600.00
Double Concrete Inlets	21 Each	390.00	8,190.00
Install Steps in Existing Manholes	6 Each	35.00	210.00
4-inch Drain Pipe	2,800 Lin. Ft.	2.85	7,980.00
Concrete Walks	2,550 Sq. Yd.	11.75	29,962.50
Reinforced Concrete Driveways	240 Sq. Yd.	23.50	5,640.00

Concrete Curbs, Type C	8,930 Lin. Ft.	3.05	27,236.50
Concrete Curbs, Type D	2,320 Lin. Ft.	3.40	7,888.00
Concrete Islands		All Required	650.00
Extra for Asphalt Approaches	705 Sq. Yd.	9.25	6,521.25
Extra for Asphalt Curbs	275 Lin. Ft.	2.75	756.25
Loose Riprap	83 Cu. Yd.	18.00	1,494.00
Filter Blanket	28 Cu. Yd.	14.50	406.00
Relocate Chain Link Fence		All Required	400.00
Adjusting Meters	1 Each	350.00	350.00
Adjusting Manholes	10 Each	350.00	3,500.00
Abandoning Manholes	21 Each	150.00	3,150.00
Revision of Signs		All Required	5,000.00
Concrete Railroad Crossing	520 Lin. Ft.	275.00	143,000.00
Railroad Track and Ties	920 Lin. Ft.	33.00	30,360.00
Temporary Railroad Track and Ties	200 Lin. Ft.	10.00	2,000.00
Railroad Turnout		All Required	12,500.00
Railroad Derail		All Required	540.00
Furnishing and Planting Trees	135 Each	180.00	24,300.00
Furnishing and Planting Ivy	8,700 Each	0.60	5,220.00
Soil Conditioner	120 Cu. Yd.	12.00	1,440.00
Bark Mulch	25 Unit	135.00	3,375.00
Irrigation System		All Required	17,000.00
			$1,413,595.36

Anticipated Items

Permanent Pavement Striping	All Required	$ 5,000.00
Temporary Pavement Striping	All Required	5,000.00
Temporary Erosion Control	All Required	200.00
Asphalt Cement Adjustment	All Required	15,000.00
On-the-Job Trainees (1-1,000 hrs @ $0.80)	All Required	800.00
Water During Establishment Period	All Required	150.00
		$ 26,150.00
	SUBTOTAL	$1,439,745.36
	Engineering	179,968.64
	TOTAL	$1,619,714.00

Type Code Y030
Illumination

Mobilization	(8%)	All Required	$ 2,200.00
Pole Foundations		All Required	17,000.00
Roadway Lighting Poles and Arms		All Required	26,000.00
Luminaires and Ballasts		All Required	4,600.00
Switching, Conduit, Wiring, Lamps, Etc.		All Required	50,000.00
2-inch Electrical Conduit	2,300 Lin. Ft.	2.70	6,210.00
		SUBTOTAL	$ 106,010.00
		Engineering	13,251.00
		TOTAL	$ 119,261.00

Type Code Y033
Traffic Signals (6 Locations)

Mobilization	(7%)	All Required	$ 1,925.00
2-inch Signal Interconnect Conduit	5,700 Lin. Ft.	2.75	15,675.00
4-inch PVC Conduit	5,200 Lin. Ft.	3.20	16,640.00
Pull Box	32 Each	250.00	8,000.00
Pedestrian Crossing Installation		All Required	15,000.00
			$ 57,240.00

Anticipated Items

Signal Controller Testing	All Required	$ 900.00
	SUBTOTAL	$ 58,140.00
	Engineering	7,267.00
	TOTAL	$ 65,407.00

Length of Roadway --------------- 0.922 mi.
Cost of Roadway Per Mile---------$1,756,739.70

Retained in Program

Water Meter Installation	All Required	$ 2,200.00
Manhole Hydrostatic Testing	All Required	2,000.00
Work by City of Portland (Water)	All Required	130,000.00
	SUBTOTAL	$ 134,200.00
	Engineering	16,775.00
	TOTAL	$ 150,975.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$1,619,714.00	$1,376,756.00	$242,958.00
Illumination	119,261.00	101,371.00	17,890.00
Signals	65,407.00	55,595.00	9,812.00
	$1,804,382.00	$1,533,722.00	$270,660.00
Reserve	150,975.00	128,328.00	22,647.00
TOTAL	$1,955,357.00	$1,662,050.00	$293,307.00

Group 1 100%
Contract No. 9585
Prefix: 726-1919
Prefix: 326-1062

9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Steel Bridge - NW 14th Ave. (Portland)

WEEK ENDING: September 15, 1984

SECTION PREFIX: 326-1062

HIGHWAY: NW Front Avenue

COUNTY: Multnomah

NAME OF JOB:

KIND OF WORK: Grading, Paving, Illumination, Signals

CONTRACTOR: Eudaly Bros.

CONTRACT NUMBER: 9585

FEDERAL AID PROJECT NUMBER: IX-9300(8)

DATE OF CONTRACT: January 6, 1983

DATE WORK STARTED: January 27, 1983

ESTIMATED COMPLETION DATE: June 2, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 448

WORK DAYS USED

CALENDAR DAYS USED 446

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 99%

PROJECT AUTHORIZATION $1,955,357.28

EXCLUSIVE OF ENGINEERING $1,816,309.65

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $1,764,123.84

ESTIMATED PERCENT ~~XXXXX~~ UNDERRUN 3 %

ENGINEERING AUTHORIZATION $139,047.63

ENGINEERING COST TO DATE $302,109.00

PERCENT OF AUTHORIZATION ____%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

DATE PROJECT WAS COMPLETED: June 1, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	R/R Work	Landscaping	Illum. & Sig.
100%	100%	100%	100%	100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9				
MONDAY 10				
TUESDAY 11				
WEDNESDAY 12				
THURSDAY 13				
FRIDAY 14				
SATURDAY 15				

CE E CAE ..... RECEIVED LS ..... TC .....
SA ..... CC .....
CCF ..... CM
FE
CA SEP 20 1984
MA
CMI .....
CP ..... CONSTRUCTION QCS .....
CEO ..... SECTION FILE .....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	---
MONDAY 10	Checked landscaping for second establishment period.
TUESDAY 11	N/A
WEDNESDAY 12	N/A
THURSDAY 13	N/A
FRIDAY 14	N/A
SATURDAY 15	----

REMARKS

Next weekly report at end of 3rd establishment period.

SIGNED Brett I. Kesterson LOCATION City of Portland

Brett I. Kesterson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/29/84

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Steel Bridge - NW 14th Avenue

11. GENERAL DESCRIPTION OF WORK

Raise track and ties at each end of concrete railroad crossing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/29/84 as requested in Mr. Fredrickson's letter of 6/5/84 as being cost effective for the use of Portland Terminal Railroad Company forces to proceed with the above work. State Force Order No. 9 representing work to be performed by Portland Terminal Railroad Company forces is approved for a TEC of $1,000; Federal Funds $850.

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[illegible]

14. DATE 6/19/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

DATE: April 5, 1984

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Steel Bridge-NW 14th Ave. (Portland) Section
City Street (NW Front Ave.), Multnomah County
Contract No. 9585

This federal-aid grading and paving project is approximately 82 percent finished with completion anticipated in June, 1984. It now appears that the final cost will exceed the project authorization by $131,300 or 6.7 percent.

Four railroad switches and related materials were provided for the project by the State via Portland Terminal Railroad. The provision of these materials was anticipated and set forth in the contract, but funding for them was omitted from the project authorization. These items added $78,538 to the cost of the project.

Construction engineering costs are expected to overrun on this project because of additional work needed to cope with complicated staging operations, difficult utility installations and the general complexity of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $131,300 to a new total of $2,086,657.28. This matter will be on the consent calendar for the April 16 meeting.

HHP:mk sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: April 3, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Steel Bridge-NW 14th Ave. (Portland) Section
City Street (NW Front Ave.), Multnomah County
Contract No. 9585

This federal aid grading and paving project is approximately 82 percent finished with completion anticipated in June, 1984. It now appears that the final cost will exceed the project authorization by $131,300.00 or 6.7 percent.

Four railroad switches and related materials were provided for the project by the State via Portland Terminal Railroad. The provision of these materials were anticipated and set forth in the contract, but funding for them was omitted from the project authorization. These items added $78,538 to the cost of the project.

Construction engineering costs are expected to overrun on this project because of additional work needed to cope with complicated staging operations, difficult utility installations and the general complexity of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $131,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Brett Kesterson
Mike Smith
B. M. Walton
W. F. Cobine

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 4 '84
REFER TO

FOR

Info	Inves	R/D	D R	Sign	Act	File

81-125-1367

9585

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 2, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTN: Glenn Hossner

FROM: J. L. Widmer
J. L. Widmer
EEO, MBE & Labor Compliance Officer

SUBJECT: Steel Bridge-NW 14th Ave.
FAP No. IX-9300(8)
Contract No. 9585
Alleged Copeland "Anti-Kickback" Act
Violation

In response to your March 27, 1984 letter to Mr. H. S. Coulter, and as agreed at our April 2, 1984 meeting in your office, the above alleged criminal act investigation is being referred to you for processing.

JLW:mk

cc: H. S. Coulter
W. E. Schwartz
Jack Sollis

NOTED
W. E. SCHWARTZ

EEJ/L08

RECEIVED
STATE HWY ENGR
APR 3 '84
REFER TO

FOR

Info	Inves	R/D	D.R	Sign	Act	File

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

March 27, 1984
IN REPLY REFER TO
HAM.1-OR

RECEIVED
STATE HWY ENGR
MAR 28 '84
REFER TO Fredrickson - do - WES
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	X					

WF
Orig to
3/30

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-9300(8)
Steel Bridge - NW Avenue - State Contract No. 9585
Copeland "Anti-Kickback Act"

Preliminary investigation of allegations concerning non-payment of fringe benefits on the subject project indicate the possibility of a willful violation of the Copeland "Anti-Kickback" Act. We therefore request that a detailed investigation report be furnished this office as soon as practicable. The report as a minimum should contain the items outlined in Chapter 600-11 of the U.S. Department of Transportation's Labor Compliance Manual. Since the total dollar amount involved and the number of violations has an impact on the action to be taken, we request all employees of Mel Sines Construction Company who worked on this project be interviewed if necessary to establish the extent of the violation.

The investigative report should also clearly define the role of Mr. Sines in relation to the Eudaly Brothers Construction Company. The investigation should ascertain if Mr. Sines was acting as an individual or as an agent of the Eudaly Brothers Construction Company in accepting the return of the fringe benefit checks.

Sincerely yours,

f Robert B Hathaway
Dale E. Wilken
Division Administrator

cc:
OSHD (John Widmer, Const)

rll

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(8)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00108

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-5-84
8. FEDERAL ROUTE NUMBER FAU 9300
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Steel Bridge - NW 14th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Furnish and install one monument box

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1-5-84 as requested in Mr. Fredrickson's letter of 3-9-84 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 8 representing work to be performed by City of Portland, Bureau of Maintenance is approved for a TEC of $350 Federal Funds $297.

RECEIVED
STATE HWY ENGR
MAR 29 '84
REFER TO Potter
FOR
Info | Ini... | R/D | D/R | Sign | Act | File

14. DATE 3-15-84
15. SIGNATURE OF APPROVING OFFICIAL Robert B. Hathaway
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9585

F

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: FAP IX-9300(8)
Steel Bridge-NW 14th Ave (Portland)
Contract No. 9585

Date: March 6, 1984

From: Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

I agree to participate in a 43 calendar day time extension as requested and supported in Mr. Schwartz's February 27 memorandum.

G. K. Hoosner
for Dale E. Wilken

cc:
OSHD (W E Schwartz)
OSHD (G Potter)

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(8)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR
Info	Inves	R/D	D/R	Sign	Act	File

OM 3/13

7. DATE AUTHORIZATION EFFECTIVE 12/21/83
8. FEDERAL ROUTE NUMBER FAU 9300
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Steel Bridge - NW 14th Avenue

11. GENERAL DESCRIPTION OF WORK
Install transformer and primary wire

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/21/83 as requested in Mr. Fredrickson's letter of 2/23/84 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 7 representing work to be done by PGE forces is approved for a TEC of $1,300, Federal Funds $1,105.

14. DATE 2/28/84
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

NOTED
H. S. COULTER

DATE: February 27, 1984

TO: Dale E. Wilken, Division Administrator CON
Federal Highway Administration

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Contractor's Time Extension Request
Steel Bridge - NW 14th Avenue (Portland)
Contract No. 9585
FAP No. IX-9300(8)

The contractor on the above project has requested a contract time adjustment of an additional 171 calendar days due to delays associated with "the Carnation and Centennial Mills problems and inclement weather". We have denied the portion of the request related to inclement weather and have granted time for the other two reasons.

The Carnation problem was a delay in removal of a railroad spur track serving Carnation Co. This delay could have been avoided by the City and your participation in this part of the time extension is not requested.

The Centennial Mills problem arose during construction of the project when it was discovered that Centennial Mills had previously connected a sanitary sewer line to the storm sewer that was to be abandoned under this contract. This sanitary sewer connection was neither known nor legal and could not have been anticipated prior to the construction phase of this project. The cost of correction was borne by Centennial Mills and was not charged to this project.

The contract work was, however, effectively delayed by 43 calendar days while this work was being done. Due to the nature of this problem and the fact that it was unknown by the City, the State, and the contractor, your participation in this 43 calendar days time extension is requested.

A copy of our letter to the contractor and related attachments are being forwarded under separate cover.

DBJ:cb sl

bc H. S. Coulter
D. B. Jackmond

NOTED
H. S. COULTER

February 27, 1984

CON

Eudaly Bros.
6920 NE 42nd Avenue
Portland, OR 97218

Time Extension Request
Steel Bridge-NW 14th Ave. (Portland)
Contract No. 9585
FAP No. IX-9300(8)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested an additional 171 calendar days of contract time "because of the Carnation and Centennial Mills problems and inclement weather". No specific days or amount of time was stated for any of these items.

Inclement weather is not a valid reason for adjustment of contract time. The weather conditions for January through November, 1983, in the Portland area are deemed to have been reasonably predictable and this portion of your request is denied.

A contract time adjustment of an additional 128 calendar days is granted for the delays associated with the Carnation railroad spur removal and the Centennial Mills sewer relocation. This time adjustment includes an allowance for exchanging spring and summer days for winter days. The adjusted contract time for completion of this project is 448 calendar days.

Should you wish to submit additional data or to review this matter further, please contact Project Manager Brett Kesterson.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb sl

bc H. S. Coulter	
C. O. Fredrickson	
Al Harwood	w/att.
Brett Kesterson	w/att.
FHWA	w/att.
Bob Church (Note:	43 p; 85 p-p)

STATE OF OREGON

INTEROFFICE MEMO

TO BRYANT JACKMOND
Contract Administration Engineer

DATE: February 21, 1984

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: STEEL BRIDGE-NW 14th AVE.
(NW FRONT AVE.)
Contract No. 9585

Attached is a time extension request from Eudaly Bros. for 171 days due to weather and problems with two manufacturing firms, Carnation and Centennial Mills, during 1983. Brett Kesterson has put together some rainfall data and recommends 28 days due to inclement weather during the year, 52 days due to conflicts with Carnation Mills, and 28 days due to conflicts with Centennial Mills. His explanation and recommendation seems reasonable and I concur in the 108 days he recommends.

2-23-84

W. E. Schwartz - ✓

I do not recommend granting any time for weather from Jan. thru November, 1983. The Project Manager based his analysis on "average" rainfall. The contract, Sect. 108.09, speaks to "reasonably predictable" weather. These terms are not the same. My previous reviews of weather records leads me to conclude that the 1983 weather year was "reasonably predictable"

I recommend a time extension of 128 C.D. due to delays associated with the Caranation railroad spur removal and the Centennial Mills sewer relocation. My recommendation differs from the Project Manager's in that I have allowed added time to account for replacing April-May and August days with Dec.-Jan.-Feb. days. (see attached computations)

MC/gw
Attachment

BJackmond

RECEIVED
CONSTRUCTION
SECTION
FOE
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SLO
A
CS
TC
FE
CP

125-1387

Time extension computations, Steel Bridge - NW 14^{th}

1. Carnation Mills track abandonment delay

a) Delay = April 1 thru May 22, 1983 = 52 calendar days

b) Percent of workdays available in April-May, from workday chart, is $\frac{14+12}{44}$ = 59%

c) Actual April-May workdays of delay = (52)(0.59) = 30.7 c.D.

d) Percent of workdays available in December-January is $\frac{16}{44}$ = 36%

e) Added time necessary to replace 30.7 April-May days with Dec.-Jan. days is $\frac{30.7}{0.36}$ = 85 c.D.

f) Projected completion date would become: Dec. 3, 1983 + 85 c.D

Feb. 26, 1984.

2. Centennial Mills sanitary sewer replacement delay

a) Delay = August 1 - August 28, 1983 = 28 c.D

b) Percent of workdays available in August, from workday chart, is $\frac{20}{22}$ = 90.9%

c) Actual August workday delay is therefore (28)(0.904) = 25.4

d.) Percent of workdays available in March-April, from workday chart, is $\frac{26}{44}$ = 59%

e.) Added March-April days necessary to replace 25.4 August days is $\frac{25.4}{0.59}$ = 43 calendar days

f.) Projected completion date would become: Feb. 26, 1984 + 43 c.

April 9, 1984 (not including any stop work orders issued.)

CONTRACT WORKING DAYS

Areas 1 & 2

Month of Completion

Month Following Award

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Jan.			12	26	38	55	73	93	111	126	135				147	161	173	190	208	228	246	261	270	
Feb.			12	26	38	55	73	93	111	126	135				147	161	173	190	208	228	246	261	270	
Mar			12	26	38	55	73	93	111	126	135				147	161	173	190	208	228	246	261	270	
Apr.				14	26	43	61	81	99	114	123				135	149	161	178	196	216	234	249	258	
May					12	29	47	67	85	100	109				121	135	147	164	182	202	220	235	244	
June						17	35	55	73	88	97				109	123	135	152	170	190	208	223	232	
July							18	38	56	71	80				92	106	118	135	153	173	191	206	215	
Aug.								20	38	53	62				74	88	100	117	135	155	173	188	197	
Sept.									18	33	42				56	68	80	97	115	135	153	168	177	
Oct.										15	24				36	50	62	79	97	117	135	150	159	
Nov.											9				21	35	47	64	82	102	120	135	144	
Dec															12	26	38	55	73	93	111	[illegible]	[illegible]	

7325 5-5-83

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/2/83

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Steel Bridge - NW 14th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Correction of authorization date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Jack Cartwright's letter of 4/20/83 and the documentation submitted, I approve the corrected date of 2/2/83 for the Bureau of Water Works to proceed with the adjustment of their facilities instead of 3/21/83.

RECEIVED
STATE HWY ENGR
MAY 16 '83
REFER TO
FOR

Info	Inver	R/D	D/R	Sign	Act	File

14. DATE 5/5/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

EB **EUDALY BROS.**
GENERAL EXCAVATING

6920 N.E. 42nd AVENUE • PORTLAND, OREGON 97218
TELEPHONE (503) 288-7469

April 22, 1983

Mr. Brett I. Kesterson, P.E.,
Project Manager and Engineer
City of Portland
1120 S. W. Fifth Avenue
Portland, Oregon 97204

Mr. Allen Harwood
Metro Operations Engineer
9002 S. E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Department of Transportation
Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
APR 25 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

Re: Steel Bridge - NW 14th Avenue
(NW Front Avenue)
OSHD Contract No. 9585

cy Keasey-TAA
4/25

Gentlemen:

The entire work sequence on the above job has been seriously impaired by a large number of acts totally beyond the control of the contractor. These matters have been called to the attention of the Project Manager in a series of correspondence. To date, there has been no satisfactory response to our various requests for extensions of time, as well as our requests for change orders to reflect our entitlement to additional compensation.

On April 5, 1983, we wrote making specific requests for time extensions and extra compensation, confirming and reiterating previous requests. We have now received Mr. Kesterson's April 11, 1983, response, which is totally unsatisfactory and, in our view, constitutes a serious breach of contract on the part of the Oregon State Highway Division.

Mr. Kesterson acknowledges in his April 11 letter that "your firm has justification to request additional time to complete the project." In violation of the State's contractual obligations to us, however, he has refused to give us a reasonable time extension commensurate with the delays and instead states that he intends to wait until some later time to determine whether a time extension will be granted. The special provisions of our contract, including the amended standard specifications, require us to complete the contract work "before the elapse of 320 calendar days" (Section 108.08). Section 108.10 imposes upon us a $300 per calendar day liquidated damages. To expect to operate this job on some assumption that the project manager in his beneficence at the conclusion of the job may decide we are entitled to an extension of time is totally improper contract administration, and we must reject this approach entirely.

At the present time and from the commencement of this project, we have encountered circumstances which under the contract documents entitle us to an extensions of the time for completion. It goes without saying that our work has to date been delayed by those circumstances. Accordingly, in order to maintain a revised schedule and complete this job in 320 days, we will necessarily be required to accelerate our work. Such acceleration will require the expenditure of additional money not contemplated by the contract price for overtime labor, loss of productivity, additional equipment and materials, and alternate methods of performance. In the absence of prompt granting of the extension of time to which we are entitled, we have no alternative but to incur these costs of acceleration in an attempt to meet the specified completion date, assuming that will be possible.

Please be advised that we consider all costs of acceleration to be the responsibility of the owner pursuant to Section 104.04 of the standard specifications and other applicable provisions of the contract documents, which costs will be incurred by reason of the owner's failure timely and promptly to extend the contract dates under the circumstances described in the contract documents.

We continue to reserve and reiterate our previous and current requests for extensions of the contract date of completion. Our efforts of acceleration are not to be construed as an acceptance of your improper rejection of those requests at this time, but merely represent a course we necessarily must take as a result of your refusal timely to evaluate and consider our requests both for extensions of time and additional compensation. You are welcome to monitor our costs as they are incurred. For the foregoing reasons, we request written confirmation from the Oregon State Highway Division that our pending requests for extensions of dates of completion and of extra work are rejected.

Further, in his April 11, 1983, letter, concerning various problems of relocation of utilities in order to enable us to proceed to our schedule of work, Mr. Kesterson suggests that Section 105.06 "Cooperation with Utilities" explains our responsibilities concerning utility relocation. We are fully aware of the provisions of that section and we wish to call to the attention of the project manager and the Oregon State Highway Division the revisions to that standard specification contained in the special provisions. That change in the standard specification clearly states:

> "Arrangements for removing, relocating or adjusting of utilities on this project is the responsibility of the City. The contractor shall consult the city for information regarding these arrangements."

Regardless of our having done this, the City now has disclaimed responsibility for these matters and apparently is looking to the contractor to work out directly with the utilities any problems concerning those matters. Without a written change order, we refuse to alter our contract obligations. We must point out that this failure on the part of the project manager constitutes a serious breach of the owner's contract obligations. We have made a demand for extra compensation to cover this change in our work and in our schedule, and we have also requested a further extension of time for the consequences of these arrangements not being timely made. Once again, in absence of proper response from the City and the Oregon State Highway Division, we will be compelled to accelerate our work without waiver of our claims.

We sincerely regret that this job is getting off to a totally inappropriate start, all occasioned by failure of the City and the Oregon State Highway Division to make the site available to us and otherwise to deal with Carnation and the utilities in such manner as would permit this contract to proceed reasonable compliance with the construction schedule. It is virtually impossible for us to reschedule the work because, until the City and the State comply with their responsibilities, we are at a total loss to know how best to proceed. It is not the function of the project manager to tell us how to do our work, but rather it is his function to see that we have available the site upon which we can exercise our business judgment on how the work is to be done.

We have repeatedly requested direct face-to-face conferences with Mr. Kesterson and other authorized representatives of the Oregon State Highway Division, but these requests have fallen upon deaf ears. We now appeal directly to the Oregon State Highway Division for some prompt attention before this job deteriorates and the State and the City are required to pay substantially more money for the completion of this job than they apparently contemplated under their contract.

Very truly yours,

EUDALY BROS.

Donald Eudaly

Donald Eudaly, President

Enclosures:

Letter, April 5, 1983-Eudaly to Kesterson
Letter, April 11, 1983-Kesterson to Eudaly
Letter, April 12, 1983-Eudaly to Kesterson

EB **EUDALY BROS.**
GENERAL EXCAVATING
6920 N.E. 42nd AVENUE • PORTLAND, OREGON 97218
TELEPHONE (503) 288-7469

April 12,1983

Brett Kesterson, P.E.,
Project Manager and Engineer
City of Portland
1120 S.W. Fifth Avenue
Portland,Oregon 97204

RE: Steel Bridge - N.W. 14th Avenue
(N.W.Front Avenue)
OSHD Contract No. 9585

Dear Brett:

As of this date we have not received a reply to our letter dated April 5,1983. Again I would like to call your attention to the last paragraph of that letter requesting a meeting with you in order to try and resolve these problems.

Today we were informed by Portland General Electric that their poles would not stand if we dug for the utility trench. Therefore we are unable to proceeded with any utility work after today.

At this time the only work we can do is:

1. Finish rough grading station 1+00 to 13+00 this is approximately two days work.
2. Finish utility work @ Steel Bridge this is approximately one day of work and is with a very small work crew.

Sincerely yours,

Donald Eudaly,President
Eudaly Bros.

DE/mr

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

April 11, 1983

APR 15 1983

Eudaly Bros.
Attn: Donald Eudaly
6920 N.E. 42nd Avenue
Portland, Oregon 97218

Re: Steel Bridge - NW 14th Avenue (NW Front Avenue)
Contract No. 9585

Dear Don:

You have been expressing concern over delays because Carnation Mill has not moved out of their building and that utility conflicts are preventing you from continuing certain other portions of work.

Section 105.06 "Cooperation with Utilities" explains your responsibilities concerning utility relocation. Section 108.09 "Adjustment of Contract Time" details how a time extension may be granted. Because Carnation Mills has not moved out as originally planned, and you cannot remove their track, you firm has justification to request additional time to complete the project. As I have explained to you, it is to early to act on a time extension since I cannot determine at this date if you need additional time. Once it can be determined that you will not complete the project by December 3, 1983, then you should submit two copies of "Contractor's Request for Adjustment of Contract Time".

I have not stopped the calendar day count because there is still work you can do on the project. If you come to a place where you can no longer perform work on the project because Carnation Mill has not moved from their building then I will either stop the calendar day count or make other arrangements that are appropriate.

I want to remind you that my letter of 4-1-83 details how I want to handle access to Carnation Mill if they have not moved out by the time you are ready to do the railroad work. By installing the temporary track back to Carnation Mill, you can then complete the excavation from Sta. 23+00 to 37+00.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Manager
Bureau of Street & Structural Engineering

BIK:mw

APR 1983
RECEIVED
EUDALY BROS.

EUDALY BRUS.
GENERAL EXCAVATING
6920 N.E. 42nd AVENUE • PORTLAND, OREGON 97218
TELEPHONE (503) 288-7469

April 5, 1983

Bret I. Kesterson, P.E.,
Project Manager and Engineer
City of Portland
1120 S. W. Fifth Avenue
Portland, Oregon 97204

Re: Steel Bridge - NW 14th Avenue
(NW Front Avenue)
OSHD Contract No. 9585

Dear Mr. Kesterson:

We were extremely upset by and must reject your April 1, 1983, letter.

You have, of course, been aware that we were not able to begin the railroad track work on March 1, 1983, as provided in the contract. That condition, of course, was obvious and known to you as well as to us. While we have attempted to improvise, it is obvious that the entire orderly sequence of our work has been affected. We will not be able to comply with the requirements of the contract that we prosecute our work vigorously in a continuous and efficient manner in accordance with the construction schedule submitted to you and approved at the pre-job conference. Under that schedule, not only should we have been able to begin the railroad track work on March 1, 1983, but also the sewer outfall and road work adjacent thereto.

We immediately informed you that the situation constitutes an alteration in the details of construction which justifies not only a claim for additional compensation under Standard Specifications Sections 104.02 and 109.04 but also justifies an adjustment of contract time in accordance with the provisions of Section 108. We have previously notified you of our intention to claim additional compensation and our request of extensions of time continuously since March 1, 1983, in writing by our letter of March 29, 1983.

The contract provides not only that we adhere to our construction schedule, as previously presented, but that we perform our work as vigorously and continuously as weather permits. Now that we have increasing good weather, we should be able to prosecute our work vigorously and with diligence. Instead, by reason of the conditions beyond our control, the character of our work has materially changed. We believe that compensation for this materially changed work must be accomplished under the fair and equitable adjustment clause of Section 109.04.

We also have taken exception and hereby take exception to the weekly statements of contract time, in which you have continued to charge full contract time throughout the period from your notice to proceed despite your instructions not to proceed with the railroad and related work affecting Carnation. Your last statement reflected only 252 days remaining. It is obvious that you have not appropriately acknowledged our continuous requests for extensions of time nor have you responded to our previously expressed disagreement with the days charged to the job, as set forth in your weekly statements. We protest these statements and confirm our previous objections to having charged contract time in full during this period when you have orally acknowledged that the City has failed to make the site available and Carnation is continuing to use the site of our work despite the contract provision that it be available to us continuously commencing March 1, 1983.

We are also disappointed in your failure to take the responsibility for directing us in writing concerning how to alter the method of construction. We call to your attention that you have "suggested" that we do certain work in front of the River Queen, although the water vault at that location has not been moved by the City Water Department and arrangements have not been made for the owner of the River Queen to remove his sign from the site of the work. In addition, no arrangements have been made to have two PGE poles removed from the site where you have "suggested" we do alternative work.

As a matter of contract administration, we reject suggestions that these matters be dealt with orally and informally during the course of the work and then be "discussed" at the conclusion of the job relative to compensation and time extensions. The contract requirements and specifications require that the State, City and Engineer take responsibility for issuing change orders relative to changed work, particularly with respect to materially changed work and sequence of work.

Under the contract, we have been given authority to dig up the railroad track connecting to and servicing the Carnation Plant. We have to this time respected your oral requests that we defer this work. However, we must consider seriously now whether to proceed with this work in the absence of your issuing a definitive written change order dealing specifically with this situation.

We must ask that you issue an appropriate change order to reflect the actual time when we will be permitted to begin the railroad work. At present, no one has given us any idea except that one of the Carnation representatives has suggested a "maybe May 15, 1983." It should be obvious, as it is to us, that it is absolutely impossible to revise our time schedule in any meaningful manner until this date is established and you have directed how we are to alter the sequence of our work from that which was embodied in our original contract and in our originally agreed-upon schedule.

We also want to reiterate our desire that you give us an explicit change order with respect to the material change in the electrical work. We have attempted to cooperate with you in obtaining an appropriate price for the changed work. Apparently, you are unwilling to agree upon a price. Under the circumstances, you should issue a change order for the precise changed work at your request, and we will proceed on force account as provided in the contract. I am sure we would both prefer instead of that to proceed upon an agreed-upon change order.

We would be pleased to meet with you and other responsible officials of the State Highway Department and the City of Portland to seek to resolve these various matters as quickly as possible so that the job may progress in the most expeditious manner, with the least accrual of additional costs and additional time.

Very truly yours,

EUDALY BROS.

Donald Eudaly, President

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No :

April 20, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Adjustment
Bureau of Water Works
City of Portland
Steel Bridge-N.W. 14th Ave. (Portland) Section
N.W. Front Avenue (City Street)
Multnomah County
Project No. IX-9300(8)

Reference is made to my letter of March 21, 1983 which requested confirmation of a Federal Participation Eligibility date of March 21, 1983; to Mr. D. E. Swan's letter of March 30, 1983, which transmitted the Bureau of Water Works estimate; and to your PR-1240, dated April 11, 1983, which approved the utility relocation work and set forth the effective date of authorization as March 21, 1983. Copies of the above are attached.

A review of our files has revealed that the authorization date request was in error. Verbal authorization was actually given to the City of Portland's Bureau of Street and Structural Engineering, for the water facility relocation work, on February 2, 1983.

A revised authorization date of February 2, 1983 is, therefore, requested.

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Bret Kesterson
Gary Kennen
Pete Gonzalez

RECEIVED
TECHNICAL SERVICES
APR 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/21/83

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

Steel Bridge - NW 14th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Program change and Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

13. REMARKS

As requested by Mr. Swan's letter of 3/30/83 this will confirm the advance approval date of 3/21/83 adding actual utility adjustments to the character of proposed work. Also, as requested and contingent upon modification of project agreement if additional funds are required this will confirm the advance approval date of 3/21/83 to proceed with the actual adjustments for the water facilities adjustment for City of Portland Bureau of Water Works on an actual cost basis estimated to be $127,463 Federal Funds $108,344.

I approve the Agreement with the City of Portland Bureau of Water Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

14. DATE 4/11/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

March 30, 1983

RECEIVED
TECHNICAL SERVICES
MAR 31 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

D E Swan

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Water Facilities Adjustment
Bureau of Water Works
City of Portland
Steel Bridge-N.W. 14th Ave. (Portland) Section
N.W. Front Ave. (City Street)
Multnomah County
Project No. IX-9300(8)

Here is a copy of estimates of cost to adjust the Bureau of Water Works, City of Portland, facilities dated April 29, 1982. Their proposed relocation is shown on project construction plans.

A cerficiation prepared by Brett I. Kesterson as to the Bureau's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Bureau of Water Works was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as these are City utilities on City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the Bureau's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 21, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $127,463.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright

March 21, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright
FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Adjustment
Bureau of Water Works
City of Portland
Steel Bridge-N.W. 14th Ave. (Portland) Section
N.W. Front Avenue (City Street)
Multnomah County
Project No. IX-9300(8)

Confirmation of your verbal authorization for the Bureau of Water Works, City of Portland, to proceed with the relocation of their water facilities in conflict with this project as of ~~March 21~~ Feb. 2, 1983 is requested. An estimate of cost has been received from the Bureau in the amount of $127,500. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
Feb 2 ~~March 21~~, 1983 is approved

Jrw.

Christianson
C. T. Christianson, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Bret Kesterson
Gary Kennen
Pete Gonzalez

RECEIVE
TECHNICAL SE
10 '83
REFER TO
FOR
Info Inves R/D D R Sign Act

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA – Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/2/83

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Steel Bridge – NW 14th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Correction of authorization date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Jack Cartwright's letter of 4/20/83 and the documentation submitted, I approve the corrected date of 2/2/83 for the Bureau of Water Works to proceed with the adjustment of their facilities instead of 3/21/83.

RECEIVED
MAY 1[illegible] 1983
RR & UTILITY UNIT

14. DATE 5/5/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/31/83

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Steel Bridge - NW 14th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install water meters and service for irrigation system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/31/83 as requested in Mr. Keasey's letter of 2/11/83 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 5 representing work to be performed by City of Portland Forces is approved for a TEC of $2,736 Federal Funds $2,325.

RECEIVED
STATE HWY ENGR
FEB 25 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 2/22/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

files

EUDALY BROS.
GENERAL EXCAVATING
6920 N.E. 42nd AVENUE • PORTLAND, OREGON 97218
TELEPHONE (503) 288-7460

February 4,1983

Kay Turner
Minority Business Enterprise
Oregon Department of Transportation
Room 121 Transportation Building
Salem,Oregon 97310

Dear Kay;

This is in response to the letter from H & H Electric which was dated January 31,1983. H & H Electric did not bid with Eudaly Bros. prior to the bid opening. They called after the bid opening and offered to quote a price for the job. I requested them to send me a letter on the quoted price.

Eudaly Bros. selected various bidders who had quoted prices for Eudaly Bros. and submitted them to the State as possible minority subcontractors knowing that other minority subcontractors could be utilized for equal dollar amounts. At that time no subcontractors had been selected minority or otherwise.

After reviewing all subcontractors quotes Eudaly Bros. decided to use H & J Electric as they were the low bidder before the bid opening. In selecting H & J Electric for this project Eudaly Bros. has exceeded the minority goals established by the State of Oregon.

Eudaly Bros. has no obligation of explanation to H & H Electric for our selection of H & J Electric since H & H Electric did not quote us before the bid opening.

Sincerely,

Steven Eudaly

Steven P. Eudaly
Eudaly Bros.

SPE/kr

cc: H & H Electric Inc.
Robert [illegible],[illegible] Services

RECEIVED
FEB 8 - 1983
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

February 4, 1983

CON 5

Isabel Hendricks
H & H Electric, Inc.
P. O. Box 6209
Bend, OR 97708

Dear Isabel:

Re: Contract No. 9585
Steel Bridge-NW 14th Ave.
(Portland)
Eudaly Bros.

This is in reply to your letter of January 31, 1983, regarding the subject contract. First, my response to your comments:

In the bidding process, Eudaly Bros. followed the procedures specified in the Bidder's Proposal which includes the Supplemental Required Contract Provisions Minority Business Enterprise (MBE) (copy enclosed) and the Minority Business Enterprise Participation Commitment statement.

Item 5 in the MBE special provisions speaks to:

- the completion of the MBE Participation Commitment Statement, to be included with the Bidder's Proposal. Eudaly Bros. completed this statement and included it with the bid.

- documentation to be received in the office of Commission Services by 5:00 p.m. of the 5th calendar day following the determination of the low bidder. Eudaly Bros. provided this documentation in a timely manner.

I do not examine the process the contractor uses to provide the proper documentation, unless the contractor does not meet the goals assigned to the project. In the event the goals are not met, I investigate, intensively, the MBE Affirmative Action steps taken to obtain the MBE participation. These steps are listed in Item 7 of the MBE special provisions. The contractor's affirmative actions are not limited to the list in Item 7.

As to your firm's price being the lowest sub-quote: this information is not submitted as part of a contractor's bid.

In response to your specific requests:

a. I am enclosing a copy of the MBE documentation filed by Eudaly Bros.

b. I do not have any information relating to the prices for the electrical contract work.

c. The office of Commission Services is responsible for prequalifying contractors. You should address your concerns regarding Eudaly Bros.' qualifications to bid to that office.

As I told you in our previous conversation, the State does not tell any contractor with whom that contractor must do business. However, under Item 8 in the MBE special provisions, if the contractor names in its documentation an MBE to meet the assigned goal and later wants to replace or change the MBE participation, the contractor can do so. The procedure and the contractor's obligations are listed in Item 8. I monitor this process very carefully.

If you have other questions surrounding this particular contract, or any other aspect of the MBE program, please do not hesitate to contact me.

Sincerely,

Kay Turner, Manager
EEO, MBE & Labor Compliance

KT:mk

Encl.

cc: Eudaly Bros.

bc: Robert Gormsen

H
&
H electric inc.

9585

January 31, 1983

CE
CAE
FOE
OCS
SCS
[illegible]
RECEIVED
FEB 2 1983
CONSTRUCTION SECTION
OM
CA
LS
TC
FE
CP

Kay Turner
Minority Business Enterprise
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Kay:

Following the Bid Opening on December 16, 1982, for the Steel Bridge - NW 14th Ave. (Portland), H & H Electric quoted Eudaly Brothers a price on the Electrical Portion.

In the last week of December we were advised that Eudaly Brothers Construction had officially documented H & H Electric as their WBE for this project. Early in January I phoned Pat Eudaly and was told that H & H Electric was low bidder and that we would receive our paperwork the first of the following week. H & H then proceded on that basis. Nearly two weeks passed with no communication. January 19, 1983, Graeme Leggatt, my Estimator phoned Eudaly Brothers and was told that they had decided to use the Electrical Contractor whom they had quoted on their original bid. Consequently I have a few complaints and requests.

a. Eudaly Brothers did not actively solicit WBE Sub-Bids as required, had they done so H & H Electric surely would have been contacted, as we are the Electrical Contractor on the first half of the Front Ave. Project (NW 14th NW 26th Ave.)
b. H & H Electric's price was Eudaly Brothers lowest Sub-Quote, as documented with the state.

Finally, I request the following:

a. To be sent a copy of Eudaly Brothers MBE Documentation which was filed with the state.
b. To be sent written documentation showing that Eudaly Brothers original Electrical Contractor is working for less than or the same as H & H Electric's quoted price.
c. To have Eudaly Brothers qualification to bid state jobs reviewed.

Yours truly,

Isabel L. Hendricks, President
ILH:vl

cc: Eudaly Brothers Construction

741 S.E. Glenwood Drive ● Suite B ● (503) 388-4837
Post Office Box 6209 ● Bend, Oregon 97708

95x5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(8)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

2A. COUNTY NAME Multnomah

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/6/83

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Steel Bridge - NW 14th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Railroad Switches furnished by Portland Terminal Railroad

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Keasey's letter of 1/27/83 this will confirm the advance approval date of 7/23/82 for purchase of specialized railroad materials with reimbursement when it is incorporated into the work.

you are now authorized to reimburse Portland Terminal Railraod Company for four railroad switches at a TEC of $72,000 Federal Funds $61,200 effecive on the date of award of contract January 6, 1983. (Reference SFO #4)

The above authorization is contingent upon modification of project agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
FEB 8 '83
REFER TO Swan
FOR
Info | [illegible] | R/D | D.R | Sign | Act | File

Orig to 2H

14. DATE 2/1/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoosner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(8)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/19/83
8. FEDERAL ROUTE NUMBER FAU 9300
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Steel Bridge - NW 14th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Permanent Pavement Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
FEB 4 '83
REFER TO
FOR
Info | Invas | R/D | D/R | Sign | Act | File

13. REMARKS

Contingent upon modification of Project Ageeement if additional funds are required, I approve the advance authorization date of 1/19/83 as requested in Mr. Keasey's letter of 1/24/83 as being in the public interest for the use of City Forces to proceed with the above work.

State Force Order No. 1 representing work to be done by City of Portland Forces is approved for a TEC of $5,000 Federal Funds $4,250.

14. DATE 1/28/83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

HIGHWAY DIVISION - ODOT

LOC 19

FILE

December 15, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
December 16, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 16, 1982 on the following projects:

1. Pendleton Signal Improvement
   Pendleton-John Day Highway, Umatilla County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian and bicycle use.

2. Lakewood Bay (N. Shore) Bridge (Lake Oswego)
   N. Shore Road, Clackamas County
   Structure

   Twenty-one-foot roadway on approaches and structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Jewell Junction-M.P. 23.8
   Fishhawk Falls and Sunset Highways, Clatsop County
   Grading and Paving

   Intersection improvement and climbing lane construction. Twelve-foot lanes and four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Oregon Coast Highway @ North Bay Drive
   Coos County
   Grading and Paving

   Intersection improvement. Twelve-foot lanes with four-foot shoulders.

   Same as No. 3.

5. Oakland/Shady Highway @ Elkton/Sutherlin Highway
   Douglas County
   Traffic Signals

   Pedestrian signals and curb ramps will be installed for bicycle and pedestrian use.

6. Wilbur
   Oakland/Shady Highway, Douglas County
   Grading

   Vertical curve improvement. Twelve-foot lanes with four-foot shoulders.

   Same as No. 3.

7. Elanco Lane-Donovan Drive (Eugene)
   Norkenzie Road, Lane County
   Grading and Paving

   Fifteen-foot lanes with barrier protected, four-foot footpath/bicycle lane. Four-foot sidewalk instead of barrier on one side near end of project.

8. Steel Bridge-NW 14th Avenue (Portland)
   Front Street, Multnomah County
   Grading and Paving

   Four lanes with median. Five-foot sidewalk on one side for pedestrian use.

9. Sunset Highway-Walker Road
   NW 185th Avenue, Washington County
   Grading, Paving and Signals

   Four eleven-foot lanes with 12-foot median and a four-foot shoulder bikeway on each side. Pedestrian signals will be be installed.

10. Lyons and Ellsworth Streets (Albany)
Albany-Corvallis Highway, Linn County
Grading and Paving

Forty-two-foot curb-to-curb. New base and surfacing to be constructed between curbs.

Same as No. 3.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

DES 16

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: Brett Kesterson (City of Portland)
Project Manager
1120 SW 5th Ave
Portland, OR 97204

DATE: December 3, 1982

FROM: Donald R. Adams
Final Design Engineer

SUBJECT: Steel Bridge-NW 14th Ave (Portland)
FAU 9300 (NW Front Ave)
Multnomah County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9223-00	NW Front Avenue	East Gutter	Profile Grade
9223-01	NW Front Avenue	West Gutter	Profile Grade
9223-02	NW Front Avenue	East Gutter	Profile Grade
9223-03	NW Front Avenue	West Gutter	Profile Grade

Attachments

cc: Jim Grassman

Contains Recycled Materials

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9300(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/23/82

8. FEDERAL ROUTE NUMBER FAU 9300

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Steel Bridge - NW 14th Avenue (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Grade, drain and pave

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Temp. & Perm. Pavement Striping S.F.	$10,000
Temporary Erosion Control	200
Asphalt Cement Adjustment	15,000
on the job trainees	800
Water during Establishment Period	150
Signal Controller Testing	900

RECEIVED
STATE HWY ENGR
DEC 2 '82
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign Act File

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 11/22/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,783,575 Federal Funds $2,366,036.

A signed copy of the Title Sheet is returned herewith.

14. DATE 11/23/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

File No.: 726-1919

TO: Donald R. Adams
Final Design Engineer

DATE: October 29, 1982

FROM: James D. McClure
Project Development Engineer

J. McClure

SUBJECT: Steel Bridge-N.W. 14th Avenue, Front Avenue

Here is the new title sheet that combines Phases 3 and 4 of the Front Avenue project. The City has also made the requested corrections to the title sheet for each phase.

Through a misunderstanding, notes on the plan sheets indicate that street trees will be provided by the City of Portland. These notes should be removed so that providing street trees as a bid item or part of a bid item as indicated in the specifications.

The City of Portland Bureau of Water Works has decided they do not want the water main constructed as part of the Steel Bridge-N.W. 14th Avenue project. At this late date, the City suggests the easiest way to handle this may be to indicate in the specifications for bidders to disregard bidding on both the A and B options. This would be easier than trying to modify the plan sheets to eliminate the Water Bureau work.

It is imperative that we meet the December 16 bid to spend FY 82 transfer funds. There may be other solutions on how to handle the aforementioned problem.

✓

Copy
2

hw

Attachment

cc: J. H. Versteeg
D. E. Fantz

81-125-1387

Contains Recycled Materials

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9300(7)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA -- Oregon Division

4. [illegible]

5. ITEM NO.
00108

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
10/26/82

8. FEDERAL ROUTE NUMBER
FAU 9300

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION
Broadway Bridge -- NW 14th Ave. (Portland)

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/21/82 you are now authorized to proceed with the actual acquisition of files 53016 and 53017 as shown on R/W map 9B-22-1 at a TEC of $142,000 Federal Funds $120,700.

Federal participation is limited to that Right of Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO
[illegible]
FOR

Info	Inves	R/D	D R	Sign	Act	File

14. DATE
10/26/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

Date: October 21, 1982 PRC 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 00108
Project No. IX-9300(7)
Broadway Bridge-S.W. 14th Ave. (Portland) Section
Multnomah County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map 9B-22-1 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $142,000 with an obligation of $120,700 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map and does not involve relocation assistance.

This request is based on the June 16, 1980 letter to you from the Governor of Oregon.

CL:bks
Enc.

cc: J.B. Boyd
F. Lowe
E. Mershon
G. Zehner
General Files

Form 734-3122

Portland

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. L. Boyd, Manager
Right of Way Section

October 14, 1982

J. H. Versteeg
Road Design Engineer

RECEIVED
OCT 1 [illegible] 1982
ROAD DESIGN
SECTION

Files 53016 & 53017
Steel Bridge-
[illegible] Ave. (Portland) Section
N.W. Front Avenue
Multnomah County

As requested, attached are descriptions (2 files), an authorization, correspondence and right of way prints covering right of way required for the subject project which is reported to be scheduled for bid opening in December 1982.

By ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

7515

~~[illegible]~~

726-1919

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

September 3, 1982

MA PDM PDE FFM SPC
ODOT - METRO

SEP 8 1982

BM PAR PPC FILE T/A

ODOT-Metro
Attn: Don Fantz
5821 NE Glisan Street
Portland, Oregon 97213

noted Oct

RE: NW Front Avenue - Phase 3

Dear Don:

The blue line prints I gave you show installing 57 Cleveland II Norway maple trees.

Please have this new bid item included in the bid schedule.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Engineer
Bureau of Street & Structural Engineering

BIK:mh

Review this, check accuracy of comment, [illegible] in of Anderson & advise Sullivan

cc: Don Adams

City's request for [illegible] addition bid Item on this Section (I'm sure we would have identified) caused by plan revision submitted to you Sept. 3, 1982

RECEIVED

9525

726-1919

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

September 3, 1982

MA PDM PDE FFM SPC
ODOT - METRO
SEP 8 1982
BM PAR PPC FILE T/A

ODOT-Metro
Attn: Don Fantz
5821 NE Glisan Street
Portland, Oregon 97213

noted DEF

RE: NW Front - Phase 4

Dear Don:

The mylars I returned to you have been corrected to show installing 58 Cleveland II Norway maple trees instead of 47 trees.

In addition other changes were made so that the bid item for type "C" curb increases 14 Lin. Ft., concrete sidewalk increases 7 Sq. Yds. and reinforced concrete driveway decreases 8 Sq. Yds.

Please make sure these quantity changes are reflected on the bid schedule.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Project Engineer
Bureau of Street & Sturctural Engineering

BIK:mh

cc: J.D. McClure

Don Adams:
These are changes in
quantities & reflected in
the corrected mylars
Submitted Sept. 8, 1982
DEF.

Portland

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
[illegible]

RECEIVED
JUL 21 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

July 21, 1982

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97310

Broadway Bridge-NW 14th
Front Avenue (Portland)
Multnomah County

Attached is a copy of a letter from the City of Portland listing railroad material that will be necessary on the subject project.

The City is requesting approval to purchase these switching components in advance of contracting. This rail work is necessary in the first phase of construction and the railroad estimates three to six months delivery time for this equipment. It would be beneficial to the motoring public to have this material on hand at the time the contract is awarded. The City would request the railroad order the material listed in the attached letter and stockpile it until the project starts, at which time they would expect reimbursement.

Your concurrence of this proposal is requested.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

DNS:rw

Attachment

cc: E. L. Hardt
Roger Trygstad
D. E. Fantz

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 16, 1982

TO: D. H. MOEHRING
Assistant State Highway Engineer

File No: 726-1919

FROM: JAMES D. MCCLURE
Project Development Manager

SUBJECT: Broadway Br.-N.W. 14th
Front Avenue (Portland)

The City of Portland is requesting approval to purchase, in advance, railroad switching components for the above project. This project has been identified as a back-up project for excess 1982 funding, which is close to being funded. The rail work is necessary in the first phase of construction. Three of the switches ordered would be installed by the railroad, one switch would be installed by the contractor.

The railroad estimates three to six months delivery time for this type of equipment. As it is involved in the first element of construction, it would be beneficial to the motoring public to have the material on hand at the time the contract is awarded. The City would request the railroad order the material listed in the attached request and stockpile it until the project starts, at which time they would expect reimbursement. We are using a similar approach on the Nicolai project, by fast tracking these railroad elements.

Please review the City of Portland's request with the FHWA and advise if the City can proceed with purchasing this equipment in this manner.

REFERRED TO
[illegible]
BY FINAL DESIGN [illegible]

pa

Attachments

cc Ed Hardt
Roger Trygstad
Don Fantz

7-20-82
Adams,
Please handle

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
621 S.W. Alder
Portland, Oregon 97205

July 6, 1982

MA PDM PDE FFM SPC
ODOT-METRO
JUL 12 1982
BM PAR PPC FILE T/A

Don Fantz
ODOT-Metropolitan Region
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: Front Avenue, Phase III (NW 14th-Broadway Bridge)
Railroad Switches

Dear Don,

As part of the subject project it is anticipated that there will be some participating railroad realignment and rebuilding work. Included in that work will be switch work which will require the following materials;

4 ea.	115 lb. switches @ $4500 ea.	=	$18,000
2 ea.	115 lb. No. 4 frogs @ $4200 ea.	=	8,400
2 ea.	115 lb. No. 9 frogs @ $4500 ea.	=	9,000
4 ea.	switch stands @ $650 ea.	=	2,600
4 ea.	115 lb. switch point protectors @ $850 ea.	=	3,400
	TOTAL MATERIAL COST		$41,400

Additionally freight costs are estimated at approximately,

4 ea.	switches @ $290 ea.	=	$ 1,160
2 ea.	No. 7 frogs @ $160 ea.	=	320
2 ea.	No. 9 frogs @ $215 ea.	=	430
4 ea.	switch stands @ $109 ea.	=	436
4 ea.	switch point protectors @ $109 ea.	=	436
	TOTAL ESTIMATED FREIGHT		$ 2,782
	GRAND TOTAL		$44,182
	SAY		$45,000

The above information was supplied by Dave Matteson of the Portland Traction RR who also indicated that it takes 3-6 months delivery time from the date of order to date of delivery for this type of material.

The City of Portland hereby requests that we be allowed to order this material ahead of the contract so that we may have the materials on hand at the time of the bid award. This should help the project and offer greater convenience to the motoring public because the railroad work will be the first element of work to be undertaken. By having the materials on hand the railroad and the contractor can accomplish this work without delay.

If you have any questions please call either Brett Kesterson, the project manager at 248-4393 or me at 248-4643.

Sincerely,

L. David Hill

L. David Hill, P.E.
Arterial Street Design
Bureau of Street & Structural Engineering

LDH:mm

c: Brett Kesterson

Portland
26-1304
330

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC SAFETY
CHARLES R. JORDAN
COMMISSIONER

BUREAU OF FIRE
GORDON A. MORTERUD
CHIEF

55 S.W. ASH ST.
PORTLAND, OR. 97204
503/248-4375

April 21, 1976

ME PE PR1 PR2 DE
O.S.H.D. - METRO
APR 23 1976
FILE T/A

Mr. K. D. Limbocker
Metropolitan Design Engineer
Highway Division
Department of Transportation
5821 N. E. Glisan Street
Portland, Oregon 97213

Dear Mr. Limbocker:

We have reviewed the various options for shifting the fire apparatus at the Central Station in order to accommodate the rebuilding of the ramps on S. W. Front Avenue while still retaining the capability for ready response.

Referring to the enclosed drawing, we suggest that the ramp work proceed in these phases:

Phase No. 1

Rebuild the ramps to bays 1, 2, and 6.

Phase No. 2

Rebuild the ramps to bays 3, 4, and 5.

Please contact our Superintendent of Buildings, Mr. Dale Liesch, 232-8135, prior to breaking up the ramps, in order to determine whether there is a possibility of problems involving utility lines coming into the building.

Please call me if this plan poses problems to your operation.

Very truly yours,

Gordon A. Morterud

GORDON A. MORTERUD
Chief, Bureau of Fire

GAM/mjp

cc: Supt. Dale Liesch
Asst. Chief Farber

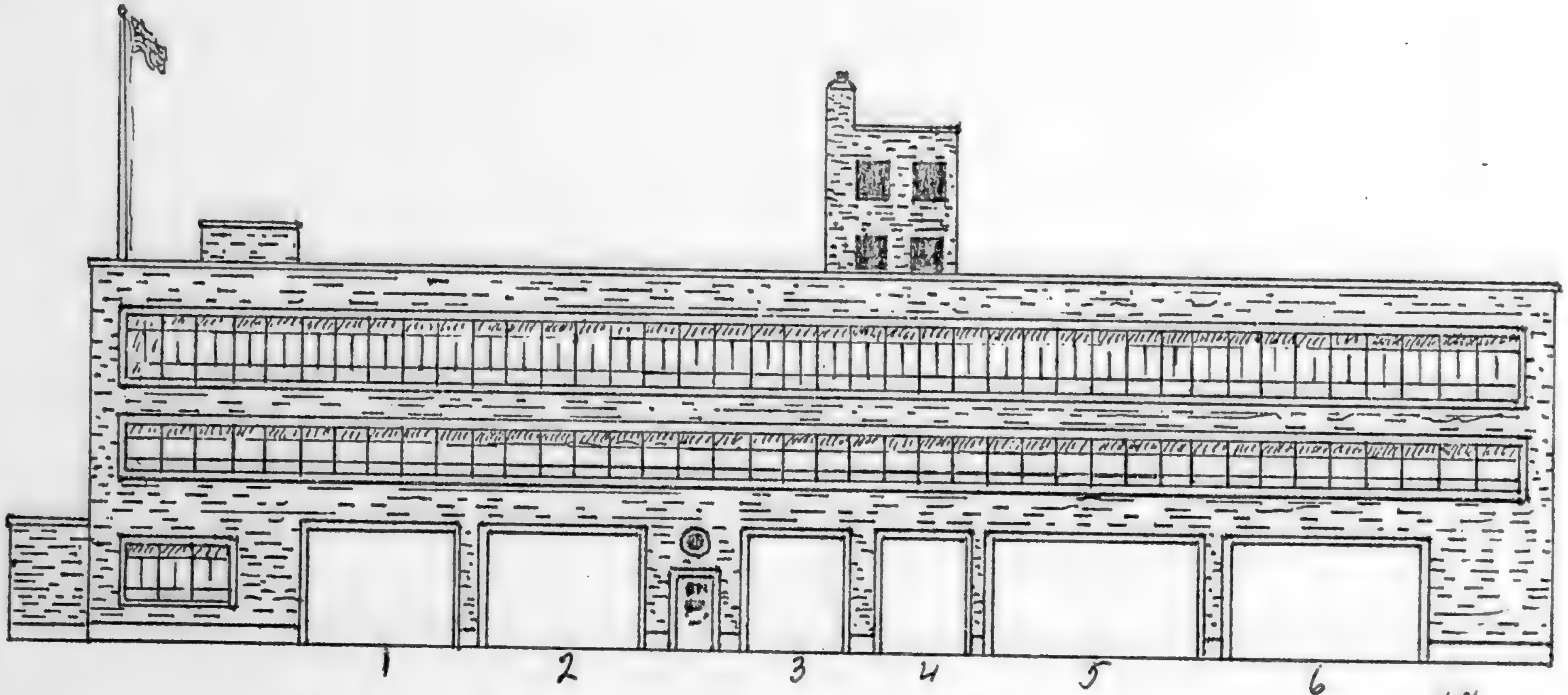
REFERRED TO
✓ Beard WKB ____ Reed ____
____ Cule ____ Sample ____
____ Eriksen ____ Watson ____
____ Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

✓

RECEIVED
27

NOTED
L. K. WATSON

05/



PORTLAND FIRE BUREAU - ENG. 21 - 55 S.W. ASH

4-76
C10

NOTED
L. K. WATSON

SUGGESTED TREATMENT FOR THE CENTRAL FIRE STATION

The southbound lanes in front of the central fire station, between Southwest Ankeny Street and Southwest Ash Street may be closed for construction during the day, but access for the fire station will have to be operable before the end of the day shift. This work will be done in an expeditious manner to minimize the inconvenience to the Portland Fire Department.

The concrete walk and driveway for the central fire station will have to be poured in stages which will be determined by the resident engineer so as to provide the necessary access for the equipment of the fire department.

pq

NOTED
L. K. WATSON

SUGGESTED TRAFFIC STAGING

On Southwest Front Avenue
Burnside Br.-Hawthorne Br.

Traffic on Southwest Front Avenue can't be restricted between Southwest Yamhill Street and Southwest Main Street until Southwest 1st Avenue is opened full width through this area.

The contractor will maintain a minimum width on Southwest Front Avenue of 35 feet, which will be used for three lanes of traffic. One lane northbound, one lane southbound, and the center lane will be used for peak direction traffic. The staging of this configuration will be the responsibility of the contractor with the approval of the resident engineer.

Restricted work areas will be limited by the resident engineer from a minimum of one block to a maximum of three blocks.

Access for all streets, including the Morrison Bridge ramps, on the west side of Southwest Front Avenue within the limits of this project, will have to be operable by the end of the day shift.

pq

NOTED
L. K. WATSON

1982 Sunset Hwy.-Walker Rd. 9586
Sec. of NW 185th Ave. approx. 5 mi.
NW of Beaverton. (Grad, pav. & Sig.)

C&A 7775 - 1-14-83, 5-10-83, 10-29-91

C&A 7624 5-19-82

See also:
CON 21-8 - Wash. Co. (1983)

HASTINGS, MN
GELES-CHICAGO-L
GOR, TX-LOCUST GROV
U.S.A

Oregon Department of Transportation
COMMISSION SERVICES

DELEGATED AUTHORITY REPORT

EXHIBIT	MINUTES OF

TO: *OREGON TRANSPORTATION COMMISSION*

SUBJECT: *CONFIRMATION REPORT OF ACTIONS TAKEN UNDER DELEGATED AUTHORITY*

Under delegated authority to the State Highway Engineer from the Oregon Transportation Commission and subdelegated to the Traffic Engineer, the following actions were taken:

1) On September 3, 1991, approved a parking prohibition on the Rogue River Highway No. 60 in Jackson County at M.P. 8.19 to M.P. 8.29 W.B.

MISC. CONTRACTS and
AGREEMENTS No 7

2) On September 4, 1991, approved a parking prohibition on the North Santiam Highway No. 162 in the vicinity of Mill City in Marion County at M.P. 30.49 to M.P. 30.50.

3) On September 12, 1991, approved a parking prohibition on the Albany-Junction City Highway No. 58 in the vicinity of the city of Halsey in Linn County at M.P. 19.50 to 19.55.

4) On September 12, 1991, adopted Speed Zone Order No. 997 establishing speed zones on the Mt. Hood Highway in Clackamas County, except 20 MPH when children are present between M.P. 42.03 to M.P. 42.17:

45 MPH from M.P. 38.71 to M.P. 43.90
40 MPH from M.P. 43.90 to M.P. 44.41.

Rescinded Speed Zone Resolution No. 931 dated March 21, 1986.

5) On September 13, 1991, established 45 MPH speed zone in the Bandon city limits on the Coquille-Bandon Highway in Coos County. (See Speed Zone Order No. 998.)

6) On September 20, 1991, approved an agreement with Mulino School District No. 84 covering installation of a flashing beacon and relocation of a crosswalk at the Mulino Elementary School on Cascade Highway South. This agreement is part of the Emerging Small Business Program and construction will be financed 100 percent with funds from said program.

731-0314A (10-90)

7) On September 23, 1991, approved a fire signal removal on the Oregon Coast Highway No. 9 at NW 25th Street in the vicinity of Lincoln City, Lincoln County, at M.P. 113.68.

8) On September 24, 1991, established 45 MPH speed zones south of Creswell on the Goshen-Divide Highway in Lane County from M.P. 6.20 to M.P. 6.55 and from M.P. 11.65 to M.P. 12.33. This action rescinds Speed Zone Order No. 903 dated October 31, 1983. (See Speed Zone Order No. 999.)

9) On October 11, 1991, signed an agreement with City of Lebanon covering construction of a traffic signal at the intersection of Santiam Highway and Market Street. (Transportation Commission approved July 23, 1991, as part of the Six-Year Highway Improvement Program.)

10) On October 11, 1991, signed Supplement No. 1 to an agreement with Washington County covering a change in the maintenance and power responsibilities for the traffic signals at 185th Avenue at the Tanasbourne Mall entrance and 185th Avenue at Cornell Road as part of the Sunset Highway-Walker Road Section Project. (Transportation Commission approved January 19, 1982, as part of the Six-Year Highway Improvement Program.)

Dated this 29th day of October, 1991

Dwayne Hofstetter, Traffic Engineer

October 18, 1991

October 17, 1991

Board of Commissioners
Washington County Courthouse
150 N. 1st Avenue - Suite 300
Hillsboro, OR 97123

AGR

Attention: Pam Rychart
County Clerk

Attached for your records are two fully executed copies of a supplement to an agreement covering a change in the maintenance power responsibilities for the traffic signals at 185th Avenue at the Tanasbourne Mall entrance and 185th Avenue at Cornell Road as part of the Sunset Highway-Walker Road Section Project.

We have retained a fully executed copy of this supplement for the Transportation Commission's files.

Fran Neavoll
COMMISSION SERVICES

FKN/lls

Attachment

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: May 20, 1987

COUNTY: Washington AGREEMENT NO: 6146, 7241, 7624 & 7775 PROJECT NO: IX-M-9043(2) & IX-9043(3)(4)

CONTRACT NO: 9456 & 9586 SECTION: Sunset Hwy.-Walker Rd., NW 185th Ave.

PRELIMINARY ENGINEERING (IX-M-9043(2) PREFIX NO. 334-1967):

Project Manager ($1,071.04 Non-Partic.)	$ 45,985.46
Citizens Involvement	170.18
Work Performed by County	29.70
Final Design ($6.00 Non-Partic.)	27,797.10
Bridge Design	15.00
Region Geology	2,465.36
Traffic Section	15,867.53
Landscape	563.32
R/W Liaison	1,982.86
Region Utility Liaison ($262.18 Non-Partic.)	3,197.12
Photogrammetry	18,337.38
Location	2,737.93
Program Section	1,016.63
Specifications	7,481.21
Administrative Services	121.95
Environmental Services	2,260.20
Structural Foundations	189.11
R/W Utility Engineer	20.63
Archaeological Salvage	901.74
Training Course	1,431.69
Employee Relocation Assistance ($307.55 Non-Partic.)	316.64
TOTAL P.E. COST	$132,888.74

Less Federal Funds:

Federal Aid Urban	(95,360.00)
Interstate Transfer	(17,084.81)

Less State Share:

$$\left(\frac{\$95{,}360.00}{85.8\%} \times 7.1\% \right) + \left(\frac{17{,}084.81}{85\%} \times 9\% \right) = \quad (9{,}700.08)$$

COUNTY SHARE	$ 10,743.85

CONSTRUCTION (IX-9043(3) PREFIX NO. 334-1072):

Payment to Contractor ($6,258.08 Non-Partic.)	$1,271,123.57
Credit for Liquidated Damages ($79.50 Non-Partic.)	(15,900.00)
Time Extension (Non-Partic.)	9,750.00
SFO #1 Permanent Striping	4,067.30
SFO #2 State Furnished Software Program	1,000.00
SFO #3 Signal Controller Test & Turn-on	5,122.04
SFO #5 Remonumentation of Corners	1,358.21
SFO #6 Patching at Bronson Cr. Culvert	1,104.01
Construction Engineering ($721.65 Non-Partic.)	127,191.88
Audit Services	321.89
Program Section	280.48
Salem Lab	9,721.63

Portland Lab		2,864.69
Eugene Lab		25.68
Technical Services		1,826.54
Construction Branch		2,195.20
Region Office Charges		787.46
Training Courses		1,168.68
EEO Monitoring		257.85
	TOTAL	$1,424,267.11
Less Federal Funds (FAI-X)		(1,196,478.82)
Less State Share: $\left(\frac{\$1,199,226.00 - \$17,084.81}{85\%} \right) \times 9\% =$		(125,167.89)
	COUNTY SHARE	$ 102,620.40

CONSTRUCTION (IX-9043(4) PREFIX NO. 334-1081):

	STATE PORTION IX-9043(4)	CO. PORTION IX-9043(4)	100% CO. TANA MALL	100% FIRE DIST. WASH. CO. #1
Payment to Contractor	$ 112,395.00	$ 79,013.83	$ 46,130.00	$ 2,400.00
Interest on Final Payment (Non-Part)	---	---	17.69	---
SFO #1 Permanent Striping	---	3,820.71	---	---
SFO #2 State Furn. Controller Program	1,000.00	---	500.00	---
SFO #3 Signal Controller Test & Turn-on	4,722.00	---	1,928.00	---
SFO #4 Cold Plane & Repave	---	6,027.75	---	---
SFO #5 Permanent Signing	---	1,355.41	332.64	---
SFO #6 Furnish & Install W40 R. Software	794.69	---	396.75	---
Construction Engineering ($97.39 Non-Part)	11,967.71	8,413.32	4,911.88	---
Program Section	68.18	47.93	---	---
Salem Lab	485.92	341.61	---	---
Portland Lab	741.99	521.62	---	---
Technical Services	658.93	463.23	---	---
Constr. Section	264.87	186.20	---	---
Region Office	1,875.16	1,318.25	---	---
TOTALS	$134,974.45	$101,509.86	$54,216.96	$ 2,400.00

STATE PORTION IX-9043(4)		$ 134,974.45
Less Federal Funds		(114,728.28)
* Less Fire District Share of Fire Pre-empt @ WB & EB Ramp Signals $\frac{(\$7,115 \times 15\%)}{2}$ =		(533.62)
	STATE SHARE	$ 19,712.55
COUNTY PORTION IX-9043(4)		$ 101,509.86
Less Federal Funds		(89,695.70)
	COUNTY SHARE	$ 11,814.16
100% COUNTY-TRANASBOURNE MALL		$ 54,216.96
* 100% WASHINGTON COUNTY FIRE DISTRICT #1		$ 2,400.00

SUMMARY

COUNTY SHARE:

P.E.		$ 10,743.85
Const. (IX-9043(3))		102,620.40
Const. (IX-9043(4))		11,814.16
Const.-Tranasbourne Mall		54,216.96
	TOTAL COUNTY SHARE	$ 179,395.37

LESS COUNTY ADVANCE DEPOSITS:

P.E. 4-6-78	(30,675.00)
Const. (IX-9043(3)) 4-5-82	(84,500.00)
Const. (IX-9043(4)) 1-6-83	(74,100.00)
REFUND DUE COUNTY	$ 9,876.63

* Washington County Fire District Share:

$533.62 + $2,400.00 = $2,933.62

GEZ:jg

cc: Jan Henry
Wayne Schulte
LPG File

TANASBOURNE MALL (SUNSET HWY. - WALKER RD., UNIT II)
~~CL~~ 3-4 87

TRAFFIC SIGNAL INSTALLATION, MALL	$46,130.00

TOTAL CONTRACT AMOUNT	$237,807.06
LESS MOBILIZATION	(5,000.00)
TOTAL CONTRACT W/O MOBILIZ.	$232,807.06

$5,000 ÷ $232,807.06 = 0.0214770119
MOBILIZ. FOR MALL SIGNAL = 0.0214770119 × 46,130 = $990.73

TOTAL CONTRACT AMOUNT	$237,807.06
LESS TP & DT	(750.00)
TOTAL CONTRACT W/O TP & DT	$237,057.06

$750 ÷ $237,057.06 = 0.00316379524
TP & DT FOR MALL SIGNAL = 0.00316379524 × 46,130 = $145.94

COST OF TANASBOURNE MALL SIGNAL:

MOBILIZATION	$990.73
T.P. & D.T.	145.94
TRAFFIC SIGNAL INST.	46,130.00

RAMP SIGNALS - STATE MATCH
GL 3-4 87

RAMP SIGNALS = $105,280 + $7,115 = $112,395

MOBILIZATION FOR RAMPS: 0.0214770119 × 112,395 = $2,413.90

TP & DT FOR RAMPS: 0.00316379524 × 112,395 = $355.59

COST OF RAMP SIGNALS:

MOBILIZATION	$2,413.90
TP & DT	355.59
TRAFFIC SIGNAL INST., WB & EB RAMPS	105,280.00
FIRE PRE-EMPTION	7,115.00
TOTAL	$115,164.49

STATE COPY cc: OSHD (Coulter)

SC
US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 9/5/85	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. IX-9043(4)
COMPLETION DATE (Actual) 10/4/83	ACCEPTANCE DATE BY CONRTACT AGENCY 6/29/84	TIME ELAPSED 80 %	CONTRACT TIME 200 days

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SUNSET HIGHWAY - WALKER ROAD UNIT #2
NORTHWEST 185th AVENUE
Grading, Paving and Signals

This project provided for the signalization of three intersections along with some grading and paving to provide the proper channelization. The signals were tied into the other new signals on 185th.

The final cost underran the original authorization of $301,000 by 5%.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 3 '84
REFER TO
Fredrickson
FOR

Info	Inv	R/D	D R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER Operations Engineer	
TITLE Area Engineer	DATE 10/1/84	TITLE Field Operations Engineer	DATE 10/1/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

July 19, 1984

United States Fidelity & Guaranty Co.
PO Box 1701
Portland, OR 97207

CON 5
#9586

Gentlemen:

On July 5, 1984, we wrote to you concerning release of final payment on Contract No. 9586 awarded to Cherry City Electric, Inc. for work on the Sunset Highway-Walker Road, Unit 2, Section of FAU 9043 in Washington County.

Final payment on this contract is $2,358.59. The total contract amount is $239,938.83 including $2,131.77 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Cherry City Electric, Inc.
635 17th Street, SE
Salem, OR 97301

United States Fidelity & Guaranty Co.
PO Box C19104
Seattle, WA 98109

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE CHERRY CITY ELECTRIC (PICK UP)	VOUCHER DATE 7-2-84	TOTAL AMOUNT $ 2,358.59

CONTRACT NO 9366	ESTIMATE NO 10 FINAL	APPROVED IX - 9043(4) Designated Authority
PERIOD COVERED TO 10-4-83		

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, ______________________________ CERTIFY THAT I AM ______________________
(Name) (Capacity)

FOR ______________________________ THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED
(Firm or Corp.)

AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID

____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction	If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits or securities deposited in lieu of retainage

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435

Form 734-1020X (Rev. 8-81)

FINAL CONTRACT PAYMENT MMARY

CONTRACT NO. 9586

ESTIMATE NO. 10F

CONTRACTOR Che City Electric
635 17th St SE
Salem OR 97301

FINAL VOUCHER AMOUNT	$ 2358.59
PLUS INTEREST EARNED ON RETAINAGE DEPOSITED IN INTEREST BEARING ACCOUNT	—
LESS OSHD COSTS FOR ADMINISTERING RETAINAGE (INTEREST BEARING OR SECURITIES)	—
PLUS INTEREST DUE ON FINAL VOUCHER AMOUNT*	17.69
TOTAL DUE CONTRACTOR	2376.28

*INTEREST FROM 7/6-7/20/84

(DESIGNATED AUTHORITY)

ESTIMATE NO.	DATE PAID	AMOUNT	AMT. ÷ .2000 = INT./DAY	X TOTAL DAYS	= INTEREST DUE
10F	70/2	2358.59	1.179	15	17.69

Form 734-1388 (rev. 8-79) **10TH DAY AFTER MAILING.

No

```
CONTRACT #   9586                                    FST 010

 334 1081   201(41)  1   P      48,571.41-
 334 1081   201(41)  1   N      48,530.00
            GROUP TOTAL CONTRACT ITEMS  P       48,571.41-
            GROUP TOTAL CONTRACT ITEMS  N       48,530.00

       GRAND TOTAL CONTRACT ITEMS                    41.41-

 334 1081   204(41)
```

No

CONTRACT PAYMENT VOUCHER OREGON STATE HIGHWAY DIVISION	WASHINGTON	9586	10
	HIGHWAY FAU 9043 (NW 185TH AVE)	FEDERAL AID PROJECT NO. IX 9043004	
FORM 734-1020 (REV. 7-78)	SECTION SUNSET HWY-WALKER RD UNIT 2		

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOU
001	IP MOBILIZATION	LUMP SUM	5000.0000	100.000	5000.00	A	5000
002	IP TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	750.0000	100.000	750.00	A	750
003	IP TEMPORARY SIGNS	SQ FT	4.5000	101.000	454.50	A	454
006	IP FLAGMEN	HOUR	23.0000	247.000	5681.00	A	568
007	IP CLEARING AND GRUBBING	LUMP SUM	1323.0000	100.000	1323.00	A	1323
008	IP REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1100.0000	100.000	1100.00	A	1100
009	IP EMBANKMENT IN PLACE	CU YD	10.6500	118.200	1258.83	A	130
010	IP FINISHING ROADBED AND SLOPES	LUMP SUM	3040.0000	100.000	3040.00	A	3040
011	IP FURNISHING AND PLACING TOPSOIL	CU YD	21.2000	33.000	699.60	A	69
012	IP TREATED BASE	TON	18.5000	365.230	6756.76	A	675
013	IP AGGREGATE SHOULDERS	TON	11.9000	278.430	3313.32	A	331
014	IP CLASS B ASPHALT CONC PA 3	TON	32.3000	110.060	3554.94	A	3554
015	IP 12-INCH SEWER PIPE	LIN FT	21.0000	150.000	3150.00	A	3150
016	IP CONCRETE INLETS TYPE G-2M	EACH	550.0000	2.000	1100.00	A	1100
017	IP CAPPING INLETS	EACH	55.0000	2.000	110.00	A	110
018	IP GUARD RAIL TYPE 2A	LIN FT	14.7500	238.000	3510.50	A	3503
019	IP GUARD RAIL ANCHORS TYPE 1	EACH	425.0000	1.000	425.00	A	425
020	IP RAIL END PIECES TYPE B	EACH	50.0000	1.000	50.00	A	50
021	IP EXTRA FOR ASPHALT APPROACHES	EACH	235.0000	9.000	2115.00	A	2115
022	IP DELINEATORS TYPE 2	EACH	22.5000	18.000	405.00	A	405
023	IN TRAF SIG INSTL TANASBRNE MALL ACCESS	LUMP SUM	46130.0000	100.000	46130.00		
023	IP TRAF SIG INSTL TANASBRNE MALL ACCESS	LUMP SUM	46130.0000				46130
024	IP TRAF SIG INSTALLATION WB & EB RAMPS	LUMP SUM	105280.0000	100.000	105280.00	B	105280
025	IN FIRE PRE-EMPTION SYSTEM TANASBRN ACCESS	LUMP SUM	2400.0000	100.000	2400.00		
025	IP FIRE PRE-EMPTION SYSTEM TANASBRN ACCESS	LUMP SUM	2400.0000				2400
026	IP FIRE PRE-EMPTION SYSTEM WB & EB RAMPS	LUMP SUM	7115.0000	100.000	7115.00	B	711
	PRICE AGREEMENT ITEMS						
3001A	IP ILLUMINATION	LUMP SUM	5516.0000	100.000	5516.00	A	5516
3002A	IP DRAINAGE CURB	LIN FT	2.5000	224.000	560.00	A	56

DATE 06 29 84 PG. 01 9586	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

T VOUCHER

AY DIVISION

WASHINGTON

HIGHWAY FAU 9043 (NW 185TH AVE)

SECTION SUNSET HWY-WALKER RD UNIT 2

9586 | 18

FEDERAL AID PROJECT NO. IX 9043004

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
ON	LUMP SUM	5000.0000	100.000	5000.00	A	5000.00	
PROTECTION AND DIR OF TRAFFIC	LUMP SUM	750.0000	100.000	750.00	A	750.00	
SIGNS	SQ FT	4.5000	101.000	454.50	A	454.50	
	HOUR	23.0000	247.000	5681.00	A	5681.00	
ND GRUBBING	LUMP SUM	1323.0000	100.000	1323.00	A	1323.00	
STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	1100.0000	100.000	1100.00	A	1100.00	
IN PLACE	CU YD	10.6500	118.200	1256.83	A	1307.61	48.78-
ROADBED AND SLOPES	LUMP SUM	3040.0000	100.000	3040.00	B	3040.00	
AND PLACING TOPSOIL	CU YD	21.2000	33.000	699.60	A	699.60	
SE	TON	18.5000	365.230	6756.76	A	6756.76	
SHOULDERS	TON	11.9000	278.430	3313.32	A	3313.32	
SPHALT CONC PB 3	TON	32.3000	110.060	3554.94	A	3554.94	
WER PIPE	LIN FT	21.0000	150.000	3150.00	A	3150.00	
NLETS TYPE G-2M	EACH	550.0000	2.000	1100.00	A	1100.00	
NLETS	EACH	55.0000	2.000	110.00	A	110.00	
TYPE 2A	LIN FT	14.7500	238.000	3510.50	A	3503.13	7.37
ANCHORS TYPE 1	EACH	425.0000	1.000	425.00	A	425.00	
PIECES TYPE B	EACH	50.0000	1.000	50.00	A	50.00	
ASPHALT APPROACHES	EACH	235.0000	9.000	2115.00	A	2115.00	
RS TYPE 2	EACH	22.5000	18.000	405.00	A	405.00	
INSTL TANASBRNE HALL ACCESS	LUMP SUM	46130.0000	100.000	46130.00			46130.00
INSTL TANASBRNE HALL ACCESS	LUMP SUM	46130.0000				46130.00	46130.00-
INSTALLATION WB & EB RAMPS	LUMP SUM	105280.0000	100.000	105280.00	B	105280.00	
EMPTION SYSTEM TANASBRN ACCESS	LUMP SUM	2400.0000	100.000	2400.00			2400.00
EMPTION SYSTEM TANASBRN ACCESS	LUMP SUM	2400.0000				2400.00	2400.00-
EMPTION SYSTEM WB & EB RAMPS	LUMP SUM	7115.0000	100.000	7115.00	B	7115.00	
GREEMENT ITEMS							
ION	LUMP SUM	5516.0000	100.000	5516.00	A	5516.00	
CURB	LIN FT	2.5000	224.000	560.00	A	560.00	

PG. 01 9586

TOTAL CONTRACT ITEMS

% RETAINED ON CONTRACT ITEMS

FORCE ACCOUNT

TOTAL PAYMENTS

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 2-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 7386

ESTIMATE NO. 18

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUN
3003A	IP CL C ASPH CONC	DECR 01 14		32.3000	836.180	27008.51 R	27008.5
	ADJUSTMENT ITEMS						
6001A	P LIQUIDATED DAMAGES		DA.	150.0000-	56.000	8400.00-	8400.0
6002A	IP TIME EXTENSION APPROVED	11-28-83		150.0000	56.000	8400.00	8400.0
	FORCE ACCOUNT ITEMS						
11	IP TEMP STRIPING &	REMOVAL				2131.77 R	2131.7

Type Code	"P" Construction Cost	"N" Construction Cost	Total Cost
I000	$ 79,013.83	$ 48,530.00	
Y033	112,395.00		
Total Cost	191,408.83	48530.00	$ 239,938.83

GROSS RETAINAGE	
TREASURER DEPOSIT	
$ NET RETAINAGE	

DATE 06 29 84 PG. 02 9586

PREVIOUS VOUCHER NO. 28194

CHECKED BY: DG/CA

ENGINEER OR AUDITOR

	AMOUNT TO DATE	PREVIOUS AMOUN
TOTAL CONTRACT ITEMS	237807.06	237848.4
% RETAINED ON CONTRACT ITEMS		2,400.00
FORCE ACCOUNT	2131.77	2131.7
TOTAL PAYMENTS	239,938.83	237,580.24

T VOUCHER

AY DIVISION

COUNTY	CONTRACT NO. 9586	ESTIMATE NO. 10	PREFIX NO'S.	
HIGHWAY	FEDERAL AID PROJECT NO.			
SECTION				

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ONC	DECR BI 16		32.3000	836.180	27008.61 R	27008.61	
NT ITEMS							
DAMAGES		DAY	150.0000-	56.000	8400.00-	8400.00-	
SION APPROVED	11-28-83		150.0000	56.000	8400.00	8400.00	
OUNT ITE S							
ING &	REMOV L				2131.77 R	2131.77	

"P" Construction Cost	"N" Construction Cost	Total Cost
$ 79,013.83	$ 48,530.00	
112,395.00		
191,408.83	48530.00	$ 239,938.83

GROSS RETAINAGE	
TREASURER DEPOSIT	
% NET RETAINAGE	

. 02	9586	TOTAL CONTRACT ITEMS	237807.06	237848.47	41.41-
		% RETAINED ON CONTRACT ITEMS		2,400.00	2,400.00
		FORCE ACCOUNT	2131.77	2131.77	
		TOTAL PAYMENTS	[illegible]	[illegible]	[illegible]

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Sunset Highway - Walker Road Unit II
Highway: N.W. 185th Avenue Contract No: 9586
County: Washington Prefix: 334-1081
F.A. No: IX-9043 (4)

Item No.	Item	Unit	Original	Semi-Final	±%
	Summary				
	Bid Items	$	242,196.65	204,757.86	-15
	Anticip.Itmes		23,176.00	15,491.00	-4.0
	Contingencies		11,941.77	39,378.96	+330
	Engineering		23,883.54	25,831.49	+8
	Liquidated Damages		0.00	0.00	---
	Total:		$301,197.96	285,459.31	-5

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sunset Highway
Walker Road Unit 2

WEEK ENDING: 1-21-84

SECTION PREFIX: 334-1081

HIGHWAY: N.W. 185th Avenue

COUNTY: Washington

NAME OF JOB: Unit 2
Sunset Highway-Walker Road

KIND OF WORK: Grading, Paving & Signals

CONTRACTOR: Cherry Electric

CONTRACT NUMBER: 9586

FEDERAL AID PROJECT NUMBER: IX-9043 (4)

DATE OF CONTRACT: January 11, 1983

DATE WORK STARTED: April 28, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: SUPERVISION:

SPECIFIED WORK DAYS 200

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED 256

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 128

PROJECT AUTHORIZATION: $ 301,197.96

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 277,364.42

ENGINEERING AUTHORIZATION: $ 23,833.54

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 260,202.05

ENGINEERING COST TO DATE: $ 26,502.69

DATE PROJECT WAS COMPLETED: October 4, 1983

ESTIMATED PERCENT XXXXXX UNDERRUN: 5 %

PERCENT OF AUTHORIZATION: 111.2 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD	Signal	
100	100	100	100	100		100	

	GRADING	SURFACING	Agg.Shoulders XXXXXXXXX MAINTENANCE MATERIAL	"C" MIX XXXXXXXXX OIL & BITUMINOUS MACADAM	"B" MIX PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	800	675	375		850 Ton
TOTAL QUANTITIES CORRECTED TO DATE	122.78	365.23	278.43	836.18	110.06
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	122.78	365.23	278.43	836.18	110.06
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

IN THE PROCESS OF SEMI-FINAL REPORT.

SEMI-FINAL REPORT SENT IN JANUARY 20, 1984.

SIGNED J. M. Cockill LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9043(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80166
6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/27/83
8. FEDERAL ROUTE NUMBER FAU 9043
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Sunset Highway - Walker Road (Unit 2) Section

11. GENERAL DESCRIPTION OF WORK
Furnish and install W4OR software

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/27/83 as requested in Mr. Keasey's letter of 12/28/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $1,200 Federal Funds $1,020.

RECEIVED
STATE HWY ENGR
JAN 16 '84
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

14. DATE 1/9/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

November 28, 1983

CON

Cherry City Electric, Inc.
635 17th Street SE
Salem, Oregon 97301

Time Extension Request
Sunset Highway-Walker Rd., Unit 2
Contract No. 9586
FAP No. IX-9043(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 56 calendar days is granted due to the added illumination work performed under Price Agreement No. 1. The adjusted contract time of completion for this project is 256 calendar days. This will eliminate all liquidated damages under this contract.

for W. E. Schwartz
Assistant State Highway Engineer
for Operations

OBJ:cb st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jim Cochell w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: November 18, 1983

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: SUNSET HWY.-WALKER RD. (UNIT 2)
NW 185th Avenue
Contract No. 9586

Attached is a time extension request from the contractor with a fairly complete chronological listing of events causing the overrun in time. Jim Cochell has given some additional data and recommends granting the time extension and releasing all liquidated damages.

I agree the events causing the overrun were beyond the contractor's control, and recommend we grant a 56 day extension, the amount of the overrun.

11-22-83

W. E. Schwartz -

The delay in project completion resulted from work performed under Price Agreement No. 1, which added illumination to the project and required a revision of four poles on this Grade-Pave-signal project. Therefore, I concur with Region and Proj. Mgr. and recommend a time extension of 56 calendar days.

Jackmond

MC/gw
Attachment
cc Jim Cochell

RECEIVED
NOV 22 1983
CONSTRUCTION SECTION

DM
CA
LS
TC
FE
CP
ELO

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9043(4)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 80166

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-1-83
8. FEDERAL ROUTE NUMBER FAU 9043
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SUNSET HIGHWAY - WALKER ROAD (UNIT 2) SECTION

11. GENERAL DESCRIPTION OF WORK
COLDPLANE EXISTING ASPHALTIC CONCRETE PAVEMENT IN AREA WHERE DETECTOR LOOPS AND FEEDER CABLES ARE TO BE INSTALLED.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

[illegible] upon modification of Project Agreement if additional funds are required, [illegible] the advance authorization date of June 1, 1983, as requested in [illegible]'s letter of July 6, 1983 as being cost effective for the use of [illegible] forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $5,700 - FF $4,845.

RECEIVED
STATE HWY ENGR
JUL 18 '83
REFER TO Potter
FOR
Info | Inves | R/D | D.R | Sign | Act | File

14. DATE 7-13-83
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPOR[illegible]ION
FEDERAL HIGHWAY ADMINIST[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9043(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 80166

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

7. DATE AUTHORIZATION EFFECTIVE 6-14-83

8. FEDERAL ROUTE NUMBER FAU 9043

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SUNSET HIGHWAY - WALKER ROAD (UNIT 2) SECTION

11. GENERAL DESCRIPTION OF WORK
FURNISH AND INSTALL PERMANENT SIGNING

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
Contingent upon modification of Project Agreement if additional funds are required, [illegible] the advance authorization date of June 14, 1983, as requested in [illegible] letter of July 6, 1983 as being in the public interest for the [illegible] State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $2,450 - Federal Funds $2,083.

RECEIVED
STATE HWY ENGR
JUL 18 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 7-13-83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

RAMSAY, STEIN, FEIBLEMAN & MYERS
ATTORNEYS AT LAW
544 FERRY STREET S.E
SALEM, OREGON 97301

(503) 399-9776

May 13, 1983

GILBERT B. FEIBLEMAN
RICHARD C. STEIN
RAYMOND M. RAMSAY
A. CARL MYERS

Oregon State Highway Department
Transportation Building
352 Summer Street, N.E.
Salem, Oregon 97310

Re: Project - Sunset Highway - Walker Road #9586
Project address - 2955 S.W. 185th, Aloha, Oregon

Gentlemen:

This office represents Eoff Electric Company, Inc. One of the routine services we perform for our client is to insure that its right to payment is secured when it supplies materials to a job site. We are sure you realize that this letter is not intended to reflect adversely upon any individual or firm connected with this project; but rather that it is simply good business practice to protect our client's rights.

Therefore, please be informed that our client has commenced to deliver electrical materials, supplies, and equipment to the above-referenced project at the request of Northwest Tradewinds Internaional, Inc. Further, in the event our client does not receive full payment for said materials, it shall submit a claim against the contractor's bond pursuant to Chapter 279 of the Oregon Revised Statutes.

If you have any questions regarding this notice, please feel free to contact me at the address given above.

Thank you.

Sincerely,

RAMSAY, STEIN,
FEIBLEMAN & MYERS

Raymond M. Ramsay

RMR:bk

cc: Eoff Electric Company, Inc.
Northwest Tradewinds International, Inc.
Cherry City Electric
CERTIFIED MAIL NO. P239184279

[illegible]

May 10, 1983

Board of County Commissioners
Washington County
150 North First
Hillsboro, OR 97123

AGR.

Attention: Larry Rice
Director of Public Works

MISC CONTRACTS and
AGREEMENTS No

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement for maintenance and power covering the Sunset Highway-Walker Road Section of 185th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk
Att.

bc: Don Harwell (agree. att.)

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-5	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Washington Project No IX-9043(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sunset Hwy.-Walker Road, Unit 2

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-82	0.211
OTHER *(Specify)*		

FUNDS PRO RATA 95.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 232,991.00	$ 206,539.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Section Manager
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term "toll road" does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions" without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon January 18, 1983

Federal-Aid Project
No. IX-9043(4)

Sunset Hwy.-Walker Road, Unit 2
FAU 9043 (N.W. 185th Ave.)
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. "OX" 2+25 to Sta. "OX" 13+41)

Mobilization		All Required	$ 5,000.00
Temporary Protection and Direction of Traffic		All Required	750.00
Temporary Signs	217 Sq. Ft.	4.50	976.50
Temporary Barricades	2 Each	46.70	93.40
Temporary Plastic Safety Markers	10 Each	48.00	480.00
Flagmen	180 Hour	23.00	4,140.00
Clearing and Grubbing		All Required	1,323.00
Removal of Structures and Obstructions		All Required	1,100.00
Embankment in Place	800 Cu. Yd.	10.65	8,520.00
Finishing Roadbed and Slopes		All Required	3,040.00
Furnishing and Placing Topsoil	200 Cu. Yd.	21.20	4,240.00
Treated Base	675 Ton	18.50	12,487.50
Aggregate Shoulders	375 Ton	11.90	4,462.50
Class "B" Asphalt Concrete	850 Ton	32.30	27,455.00
12-inch Sewer Pipe	20 Lin. Ft.	21.00	420.00
Concrete Inlets, Type G-2M	1 Each	550.00	550.00
Capping Inlets	1 Each	55.00	55.00
Guard Rail, Type 2A	225 Lin. Ft.	14.75	3,318.75
Guard Rail Anchors, Type 1	1 Each	425.00	425.00
Rail End Pieces, Type B	1 Each	50.00	50.00
Extra for Asphalt Approaches	9 Each	235.00	2,115.00
Delineators, Type 2	12 Each	22.50	270.00
			$ 81,271.65

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,200.00
Roadside Seeding and Mulching	All Required	500.00
		$ 3,700.00
	SUBTOTAL	$ 84,971.65
	Engineering	11,470.35
	TOTAL	$ 96,442.00

Type Code Y033
Traffic Signals (2 Locations)

Traffic Signal Installation, Westbound and Eastbound Ramps	All Required	$ 105,280.00
Fire Pre-emption System, Westbound and Eastbound Ramps	All Required	7,115.00
		$ 112,395.00

Anticipated Items

State Furnished Software	(66.7 %)	All Required	$ 1,000.00
Signal Controller Testing & Turn-On	(71 %)	All Required	4,722.00
			$ 5,722.00
		SUBTOTAL	$ 118,117.00
		Engineering	15,945.00
		TOTAL	$ 134,062.00

Length of Roadway ----------------- 0.211
Cost of Roadway Per Mile ----------$439,715.64

Retained in Program Status

Perm. Illum. at Ramp Terminals	All Required	$ 10,000.00
Bikeway Signs	All Required	500.00
Bikeway Striping & Legend	All Required	500.00
	SUBTOTAL	$ 11,000.00
	Engineering	1,485.00
	TOTAL	$ 12,485.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds	Fire Dist.
Roadway	$ 96,442.00	$ 81,975.00	$ 14,467.00	$ -----
Signals	134,062.00	113,952.00	-----	610.00
SUBTOTAL	$220,506.00	$195,927.00	$ 14,467.00	$ 610.00
Reserve	12,485.00	10,612.00	170.00	-----
TOTAL	$232,991.00	$206,539.00	$ 21,203.00	$ 610.00

Group 1 100%
Contract No. 9586
Prefix: 334-1967A
Prefix: 334-1081

Sunset Hwy. - Walker Rd., Unit 2
Nonparticipating

Traffic Signal Installation, Tanasbourne Mall Access		All Required	$ 46,130.00
Fire Pre-emption System Tanasbourne Mall Access		All Required	2,400.00
			$ 48,530.00

Anticipated Items

Controller Testing & Turn-On	(29 %)	All Required	$ 1,928.00
State Furnished Software	(33.3 %)	All Required	500.00
			$ 2,428.00
			$ 54,468.00

January 14, 1983

Washington County Fire District No. 1
17880 S.W. Blanton Street
Beaverton, OR 97006

AGR 4

MISC. CONTRACTS and
AGREEMENTS No.........

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a letter-form agreement covering financing, installation and maintenance of emergency vehicle pre-emption devices on the Sunset Highway-Walker Road Section of 185th Avenue (FAU 9043).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Attachment

bc: Don Harwell (agree. attached)

January 13, 1983

Larry Rice
Director of Public Works
Washington County
150 N. First
Hillsboro, Oregon 97123

Dear Mr. Rice:

SUBJECT: Sunset Hwy.-Walker Rd., Unit 2
IX-9043(4)

Because of a patent error in his bidder's proposal documents, Hamilton Electric, Inc., is not the low bidder for the subject project. And, on January 11, 1983 we awarded the contract to Cherry City Electric, Inc., 635 17th Street S.E., Salem, Oregon 97301.

Consequently, we have revised our estimate of the financial sharing of the project costs:

	STATE SHARE IX-9043(4)	BASIS FOR CO. SHARE IX-9043(4)	100% CO. TRAN. HALL	100% WASHINGTON CO. FIRE DIST. #1 TRAN. HALL
Contractor's Bid	$[illegible]	$[illegible]	$47,245.83	$2,400.00
Antic. Add. Items:				
Roadside Seeding & Mulching		500.00		
Perm. Pvmt. Striping		[illegible]		
State Furn. Controller Programs	[illegible]		[illegible]	
Sig. Contr. Testing & Turn-on	[illegible]		[illegible]	
Opticom Testing	[illegible]			[illegible]
Bikeway Signing		[illegible]		
Bikeway Striping & Legend		[illegible]		
[illegible]	[illegible]			
SUBTOTAL	$[illegible]	$[illegible]	$[illegible]	$2,[illegible]
Contingencies ([illegible])	[illegible]	[illegible]	[illegible]	
Engineering ([illegible])	[illegible]	[illegible]	4,[illegible]	
Est. Constr. Cost	$[illegible]	$[illegible]	$[illegible]	

COUNTY SHARE: ([illegible] of $[illegible]) + $[illegible] = $[illegible]
LESS: Advance Deposit ([illegible]) [illegible]
ESTIMATED COUNTY OVERPAYMENT $ [illegible]

Unless you request otherwise, the estimated overpayment will remain in the L.G.I.F. account and will be refunded at project finalization.

Very truly yours,

[illegible], P.E.
Acting Program Section Manager

[illegible]
cc: [illegible]
[illegible]

TANASBOURNE MALL (SUNSET HWY-WALKER RD, UNIT 2)

KEHusby 1-10-83

CHERRY CITY ELECTRIC, INC.

TRAFFIC SIGNAL INSTALLATION, MALL	$ 46,130.00

TOTAL CONTRACTOR'S BID	$ 242,196.65
- MOBILIZATION	5,000.00
BID W/O MOBILIZATION	$ 237,196.65

$\frac{5000}{237,196.65} = 0.0210795557188$

MOBILIZATION ATTRIBUTABLE TO MALL SIGNAL

0.0210795557188($46,130.00) = $972.40

TOTAL CONTRACTOR'S BID	$ 242,196.65
- T.P. & D.T.	750.00
BID W/O T.P. & D.T.	$ 241,446.65

$\frac{750}{241446.65} = 00.0031062762726$

T.P. & D.T. ATTRIBUTABLE TO MALL SIGNAL

0.0031062762726(46,130) = $ 143.29

COST OF TANA. MALL

MOBILIZATION	972.40
T.P. & D.T.	143.29
TRAFFIC SIGNAL, MALL	46,130.00
BID ITEMS	47,245.69
ANTIC. ADD. ITEMS STATE FURNISHED CONTROLLER [illegible]	500.00
SIGNAL CONTROLLER TESTING & TURN-ON	1808.00
SUBTOTAL	$ 49,553.69
CONTINGENCIES (4 1/2 %)	2,229.92
ENGINEERING (9%)	4,459.83
ESTIMATED TOTAL COST, MALL SIGNAL	$ 56,243.44

SUNSET HWY - WALKER RD, UNIT 2
KEH 1-10 83

CHERRY CITY ELECTRIC, INC.

RAMP SIGNALS = 105,280 + 7,115 (Fire-Pre) = $112,395

MOBILIZATION ATTRIBUTABLE TO RAMPS
(0.0210795557188)(112,395) = $3,493.19 (2,369.23)

T.P.& D.T. ATTRIBUTABLE TO RAMPS
(0.00310627762726)(112,395) = 349.13

COST OF INTERCHANGE SIGNALS:

MOBILIZATION	3,493.19
T.P. & D.T.	349.13
TRAFFIC SIGNAL INST., RAMPS	105,280.00
FIRE PRE-EMPTION	7,115.00
	$116,237.32

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
CON 4-4

TO: MEMO TO THE FILE

DATE: January 11, 1983

ESHunter

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Bids Received December 16, 1982
Sunset Highway-Walker Road, Unit 2

Bids were received on the subject project December 16, 1982. There were eight bidders, with Hamilton Electric, Inc., of Eugene being the apparent low bidder. Cherry City Electric, Inc., Salem, was the second low bidder. The project was awarded to Hamilton Electric, Inc. of Eugene.

On Thursday, January 6, 1983, Emerson Hamilton called Chief Counsel Jack Sollis advising him that they had discovered an error in their work-up of Item 24 and wanted to know if they could get relief from the bid. Mr. Sollis advised them to call me, which they did, Friday, January 7. They explained the nature of their error and I told them that we would have to review all of the original work-up sheets used in developing their bid. An appointment was made with them for 10:30 a.m., Monday, January 10.

Mr. Sollis and I carefully reviewed the documentation provided by Ken Page and Donald J. Churnside, Attorney at Law. We told them that we wwould consider the information submitted and render a decision in the next two or three days.

It is our decision that their error of $35,709 contains all the elements of a patent error.

Subsequently, we have obtained approval of the Federal Highway Administration, Washington County and Chairman Yturri to relieve Hamilton Electric, Inc. and award to the second low bidder, Cherry City Electric, Inc., Salem.

Mr. James Davis, Jr., the principal of Cherry City Electric, has indicated that he will execute all the documents (MBE certification, contract -- complete with performance bond) by Thursday a.m., January 13, 1983 and deliver them to Bob Gormsen.

If these documents are all in order, Hamilton Electric, Inc. will be released from the contract. However, if they are not in order by Friday evening, January 14, 1983, the contract documents will be mailed to Hamilton Electric, Inc. in order that their bid bond will remain in effect.

ESH:ja

Cherry City Elec. Contract
signed 1-13-83

cc Chairman Anthony Yturri
H. S. Coulter
Jack Sollis
R. W. Gormsen
Kay Turner
Dorland Swan

81-125-1387

Contains Recycled Materials

December 28, 1982

Washington County Fire District No. 1
20665 S.W. Blanton Street
P.O. Box Y
Aloha, Oregon 97006

Gentlemen:

On December 16, 1982 we received a satisfactory bid from Hamilton Electric, Inc., P.O. Box 708, Eugene, Oregon 97440 for the Sunset Highway-Walker Road, Unit 2 Section of NW 185th Avenue. Included in this project is the installation of the emergency vehicle pre-emption devices on 185th at the Tanasbourne Mall Entrance, and at the ramp terminals of the Sunset Highway/185th Avenue Interchange.

And, as described in our Agreement No. 7775, the Fire District should now submit an advance deposit for its share of the installation costs:

		Hamilton	cherry city
Fire Pre-emption System, Westbound & Eastbound Ramps		$7,626.00	7115
Opticom Testing, Ramps		188.00	188
SUBTOTAL		$7,814.00	7303
Local Match Required (15% of $7,814.00)	=	1,172.10	1,095.45
Fire District Share (50% of $1,172.10)	=	586.05	547.73
Fire Pre-emption System, Mall Access	=	2,600.00	2400.00
Opticom Testing, Mall Access		63.00	63.00
TOTAL DISTRICT SHARE & ADVANCE DEPOSIT	=	$3,249.05	$3010.73

Please submit your advance deposit in the amount of $3,249.05. Make your check payable to the Oregon State Highway Division, and send it to Highway Division Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D.E. Swan, P.E.
Program Control Engineer

Rec'd [illegible]
1-11-83
ck

KEH:bks

December 21, 1982

Washington County Fire District No. 1
20665 ~~17000~~ S.W. Blanton Street
P.O. Box Y
Aloha, ~~Beaverton~~, Oregon 97006

wrong address
see Division

Gentlemen:

On December [illegible], 1982 we received a satisfactory bid from Hamilton Electric, Inc., P.O. Box 708, Eugene, Oregon 97440 for the Sunset Highway-Walker Road, Unit 2 Section of NW 185th Avenue. Included in this project is the installation of the emergency vehicle pre-emption devices on 185th at the Tanasbourne Mall entrance, and at the ramp terminals of the Sunset Highway/185th Avenue Interchange.

And, as described in our Agreement No. 7775, the Fire District should now submit an advance deposit for its share of the installation costs:

Fire Pre-emption System, Westbound & Eastbound Ramps		$7,[illegible].00
Opticom Testing, Ramps		133.00
SUBTOTAL		$7,[illegible]14.00
Local Match Required (15% of $7,[illegible])	=	[illegible],172.10
Fire District Share (50% of $1,172.10)	=	[illegible]
Fire Pre-emption System, Mall Access	=	2,000.00
Opticom Testing, Mall Access		83.00
Total District Share & Advance Deposit	=	$[illegible].05

Please submit your advance deposit in the amount of $[illegible].05. Make your check payable to the Oregon State Highway Division, and send to us at Highway Division Accounting, Room [illegible], Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. L. Swan, P.E.
Program Control Engineer

RLS:pf
cc w/AD # 82-110: Don Rose, Metro Region
Vern Skoog - Please return completed AD # 82-110 when advance deposit is received.

TANASBOURNE MALL (SUNSET HWY - WALKER RD, UNIT 2)
KEHusky 12-17 82

TRAFFIC SIGNAL INSTALLATION, MALL	$49,440.00
HAMILTON ELECTRIC	

TOTAL CONTRACTOR'S BID	$218,715.31
- MOBILIZATION	3,000.00
BID W/O MOBILIZATION	$215,715.31

$\frac{3000}{215715.31} = 0.0139072187319$

MOBILIZATION ATTRIBUTABLE TO MALL SIGNAL
$0.0139072187319(\$49,440.00) =$ $687.57

TOTAL CONTRACTOR'S BID	$218,715.31
- T.P. & D.T	6,000.00
BID W/O T.P.& D.T.	212,715.31

$\frac{6000}{212,715.31} = 0.0282067144109$

T.P. & D.T. ATTRIBUTABLE TO MALL SIGNAL
$0.0282067144109(49,440.00) =$ $1,394.54

COST OF TANASBOURNE MALL:

MOBILIZATION ATTRIBUTABLE TO MALL SIGNAL	$687.57
T.P. & D.T. " " " "	1,394.54
TRAFFIC SIGNAL INSTALLATION, MALL	49,440.00
BID ITEMS ATTRIBUTABLE TO MALL SIGNAL	$51,522.11
ANTICIPATED ADDITIONAL ITEMS	
STATE FURNISHED CONTROLLER PROGRAMS	500.00
SIGNAL CONTROLLER TESTING & TURN-ON	1800.00
SUBTOTAL	$53,822.11
CONTINGENCIES (4 1/2 %)	2,422.35
ENGINEERING (9%)	4,844.71
ESTIMATED TOTAL COST OF MALL SIGNAL	$61,097.17

SUNSET HWY-WALKER R.D, UNIT 2
KEHUSBY 12-20 82

RAMP SIGNALS 81,005 + 7626 = $88631

MOBILIZATION ATTRIBUTABLE TO RAMPS:
0.0139072187319 (88631) = $1232.61

T.P. & DT. ATTRIBUTABLE TO RAMPS:
0.0282067144109 (88631) = $2499.99

COST OF INTERCHANGE SIGNALS:

MOBILIZATION	1232.61
T.P. & D.T.	2499.99
TRAFFIC SIGNAL INST., RAMPS	81,005.00
FIRE PRE-EMPTION	7,626.00
	$92,363.60

9-[illegible]-6

	Hamilton	Cherry City
State match req'd for	10,764.28	20,828.78
FF "	168,733.03	195,705.28

December 21, 1982

Larry Rice
Director of Public Works
Washington County
150 N. First
Hillsboro, Oregon 97123

Dear Mr. Rice:

Cherry City

On December 16, 1982 we received a satisfactory bid from ~~Hamilton~~ Electric, Inc., P.O. Box 703, Eugene, Oregon 97440 for the Sunset Highway-Walker Road, Unit 2 Section of NW 185th Avenue. Included in this project are the traffic signal installations at the Tanasbourne Mall Entrance on 185th Avenue and at the Sunset Highway/185th Avenue Interchange.

As described in our Construction-Finance Agreement Nos. 7241 and 7624, we anticipate the financial sharing of the project costs will be:

	STATE SHARE IX-5043(4)	BASIS FOR CO. SHARE IX-5043(4)	100% CO. TANA. MALL	100% WASHINGTON CO. FIRE DIST # 1 TANA. MALL
Contractor's Bid	116,237.32	76,313.64	47,245.69	$2,400.00
Antic. Add. Items:				
Roadside Seeding & Mulching		500.00		
Perm. Pvmt. Striping		3,200.00		
State Furn. Controller Programs	1,000.00		500.00	
Sig. Contr. Testing & Turn-On	4,917.00		1,808.00	
Opticom Testing	188.00			63.00
Bikeway Striping		500.00		
Bikeway Striping&Legend		500.00		
Ramp Illumination	10,000.00			
SUBTOTAL	$122,342.32	$81,013.64	49,553.69	$2,463.00 + 5427
Contingencies (4 1/2%)	5,505.40	3,645.61	2,229.92	
Engineering (9%)	11,010.81	7,291.23	4,459.83	
Est. Constr. Cost	$138,858.53	$91,950.48	$56,243.44	

Antic. Total Add. Item sb. $23,176

COUNTY SHARE (15% of $91,950.48) + $56,243.44
= 13,792.57 + 56,243.44

COUNTY ADVANCE DEPOSIT: 70,036.01 or say 70,000

We will award the contract when we receive your advance deposit in the amount of $74,100, which should arrive not later than January

74,100 Rec'd 1-6-83 LGIP #4172-591 per Jan Peterson

Note: state share is actually overstated by ½ of the match req'd for the ramp fire pre-emption, or about $547.73.

December 21, 1982

VOID
SEE NEW LETTER

Larry Rice
Director of Public Works
Washington County
150 N. First
Hillsboro, Oregon 97123

Dear Mr. Rice:

On December 16, 1982 we received a satisfactory bid from Hamilton Electric, Inc., P.O. Box 708, Eugene, Oregon 97440 for the Sunset Highway-Walker Road, Unit 2 Section of NW 185th Avenue. Included in this project are the traffic signal installations at the Tanasbourne Mall Entrance on 185th Avenue and at the Sunset Highway/185th Avenue Interchange.

As described in our Construction-Finance Agreement Nos. 7241 and 7624, we anticipate the financial sharing of the project costs will be:

	STATE SHARE IX-[illegible]	BASIS FOR CO. SHARE IX-[illegible]	100% CO. TANA. MALL	100% WASHINGTON CO. FIRE DIST # 1 TANA. MALL
Contractor's Bid	$ [illegible]	[illegible]	[illegible]	$2,600.00
Antic. Add. Items:				
Perm. Pvmt. Surfacing		[illegible]		
State Furn. Controller Programs	[illegible]		[illegible]	
Sig. Contr. Technician Turn-On	[illegible]		[illegible]	
Opticom Testing	188.00			63.00
[illegible]		[illegible]		
Striping [illegible]		[illegible]		
SUBTOTAL	$ [illegible]	$[illegible]	[illegible]	$2,663.00
Contingencies (4 1/2%)	4,451.09	[illegible]	[illegible]	
Engineering (5%)	[illegible]	[illegible]	[illegible]	
Est. Constr. Cost	$111,751.60	[illegible]	[illegible]	

COUNTY SHARE (15% of $[illegible] + [illegible]
+ $[illegible] = $74,[illegible]

COUNTY ADVANCE DEPOSIT: $74,100

Rec'd 1-6-83
LGIP #4172
per [illegible]

We will award the contract when we receive your advance deposit in the amount of $74,100, which should arrive not later than January

7, 1983. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KEH pf
Attachment

bcc w/AD # 82-111: Jon Rose, Metro Region
Vern Skoog - Please return completed AD # 82-111 when advance deposit is received.

HIGHWAY DIVISION - ODOT

LOC 19

FILE

December 15, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
December 16, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 16, 1982 on the following projects:

1. Pendleton Signal Improvement
   Pendleton-John Day Highway, Umatilla County
   Traffic Signals

   Pedestrian signals and sidewalk ramps will be installed for pedestrian and bicycle use.

2. Lakewood Bay (N. Shore) Bridge (Lake Oswego)
   N. Shore Road, Clackamas County
   Structure

   Twenty-one-foot roadway on approaches and structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

3. Jewell Junction-M.P. 23.8
   Fishhawk Falls and Sunset Highways, Clatsop County
   Grading and Paving

   Intersection improvement and climbing lane construction. Twelve-foot lanes and four-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Oregon Coast Highway @ North Bay Drive
   Coos County
   Grading and Paving

   Intersection improvement. Twelve-foot lanes with four-foot shoulders.

   Same as No. 3.

5. Oakland/Shady Highway @ Elkton/Sutherlin Highway
   Douglas County
   Traffic Signals

   Pedestrian signals and curb ramps will be installed for bicycle and pedestrian use.

6. Wilbur
   Oakland/Shady Highway, Douglas County
   Grading

   Vertical curve improvement. Twelve-foot lanes with four-foot shoulders.

   Same as No. 3.

7. Elanco Lane-Donovan Drive (Eugene)
   Norkenzie Road, Lane County
   Grading and Paving

   Fifteen-foot lanes with barrier protected, four-foot footpath/bicycle lane. Four-foot sidewalk instead of barrier on one side near end of project.

8. Steel Bridge-NW 14th Avenue (Portland)
   Front Street, Multnomah County
   Grading and Paving

   Four lanes with median. Five-foot sidewalk on one side for pedestrian use.

9. Sunset Highway-Walker Road
   NW 185th Avenue, Washington County
   Grading, Paving and Signals

   Four eleven-foot lanes with 12-foot median and a four-foot shoulder bikeway on each side. Pedestrian signals will be be installed.

10. Lyons and Ellsworth Streets (Albany)
Albany-Corvallis Highway, Linn County
Grading and Paving

Forty-two-foot curb-to-curb. New base and surfacing to be constructed between curbs.

Same as No. 3.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell
D. A. Ridings

Section Sunset Hwy. - Walker Rd., Unit 2 Programming Estimate $ 211.000
Highway FAU 9043 ([illegible]W. 185th Ave.) Proj[illegible] Length 0.23 mi.
County WASHINGTON Completion Time 200 CD
Kind of Work Grading, Paving, Signals Est. Comp. Date Aug. 4, '83
Prefix 334-1957A Letting Date Dec. 16, '82 Project No. IX-9043(4)

Gp. 8 - 11% Sigs.
134-8281

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 261,897.00

Anticipated Additional Items:
Royalty Payment. ____
Permit Fees . . . . ____
Slide Correction . . . . ____
Railroad Protective Costs . . . . ____
Other Railroad Costs . . . . ____
Permanent Signing . . . . ____
Permanent Pavement Striping 3,200
Temporary Pavement Striping . . . . ____
Remove Pavement Striping (Exist. & Temp.) . . . ____
Temporary Erosion Control . . . . ____
State Furnished Controller Programs . . . . . 1,500 < 500 Tana Mall / 1000 IX
Roadside Seeding & Mulching 500
Asphalt Cement Adjustment . . . . ____
On the Job Trainees ($0.80 x ____ hrs.) . . . . ____
State Responsibility for Damages . . . . ____
Signal Controller Testing & Turn On . . . . 6,650 < 1925 Tana Mall / 4,725 IX
"OPTICOM" Testing . . . . ____
Bikeway Signs . . . . ____
Bikeway Striping & Legend . . . . ____

Adjust Utilities:

$ 11,850.00

IX	TANA MALL
$212,177.00	$49,720.00
9,425.00	2425.00
$221,602.00	$52,145.00
9,972.09	2,346.53
19,944.18	4,693.05
$251,518.27	$59,184.58

Subtotal $ ~~273,747.00~~
Contingencies (4-1/2%) . . . . ~~12,318.62~~
Engineering ([~~8~~, ✓ 9], ~~10~~%) . . . . ~~24,637.23~~
~~Subtotal~~ $
Credit for ____________________
Estimated Net Authorization, Construction . . . . $ ~~310,702.87~~

APPROVED
CC: JON ROSE
EARL MERSHON
Road Design Engineer

Rec'd.
11-17-82
G

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section Sunset Hwy. - Walker Rd., Unit 2	County WASH.	Sheet 1 of 2
Kind of Work Grading, Paving, Signals	Length 0.23 mi. / Date 11-9-'82	Name Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	-	5,000-
2	Temporary Protection and Direction of Traffic		All	All	-	2,100-
3	Temporary Signs		Sq. Ft	217	6-	1,302-
4	Temporary Barricades		Each	2	125-	250-
5	Temporary Plastic Safety Markers		Each	10	80-	800-
6	Flagmen		Hour	180	23-	4,140-
	ROADWORK					
7	Clearing and Grubbing		All	All	-	2,000-
8	Removal of Structures and Obstructions		All	All	-	1,000-
9	Embankment in Place		Cu. Yd.	800	8-	6,400-
10	Finishing Roadbed and Slopes		All	All	-	2,000-
11	Furnishing and Placing Topsoil		Cu. Yd.	200	10-	2,000-
12	Treated Base		Ton	675	19-	12,825-
13	Aggregate Shoulders		Ton	375	10-	3,750-
14	Class "B" Asphalt Concrete		Ton	850	30-	25,500-
15	12-inch Sewer Pipe		Lin. Ft.	20	20-	400-
16	Concrete Inlets, Type G-2M		Each	1	600-	600-
17	Capping Inlets		Each	1	200-	200-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

ection: Sunset Hwy. - Walker Rd., Unit 2	County: WASH.	Sheet 2 of 2	
ind of Work: Grading, Paving, Signals	Length: 0.23 mi.	Date: 11-9-82	Name: Bricher

o.	Item	Code	Unit	Quant.	Unit Cost	Total
8	Guard Rail, Type 2A		Lin. Ft.	225	15-	3,375-
9	Guard Rail Anchors, Type 1		Each	1	300-	300-
20	Rail End Pieces, Type B		Each	1	75-	75-
21	Extra for Asphalt Approaches		Each	9	175-	1,575-
22	Delineators, Type 2		Each	12	20-	240-
	TRAFFIC SIGNALS					
23	Traffic Signal Installation,					
	Tanasbourne Mall Access		All	All	-	47,120-
24	Traffic Signal Installation,					
	Westbound and Eastbound Ramps		All	All	-	130,635-
25	Fire Pre-emption System,					
	Tanasbourne Mall Access		All	All	-	2,600-
26	Fire Pre-emption System,					
	Westbound and Eastbound Ramps		All	All	-	5,710-

734-1736 (8-81)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

Date: November 17, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Data Submission
Item No. 80166
Project No. IX-9043(4)
Sunset Hwy.-Walker Rd., Unit 2 Section
Washington County

Attached support data consists of PR-1 forms with project maps and traffic signal warrants for the signals (Westbound & Eastbound ramps and Tanasborne Mall entrance).

It is the Oregon State Highway Division's present intention to receive bids for this project on December 16, 1982.

This request is based on the December 23, 1981 letter to you from the Director of the Oregon Department of Transportation.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

DRH:bks
Attachments
cc: E.L. Hardt (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
Gary Zehner w/att.
General Files

11 [illegible]
If fau replacement funds
used on unit 1 county
pays 10% match on unit 2
G/

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	November 17, 1982

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
		Co. Rd., Jct. US 26		8,000	----	---	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
	Channelization & Traffic Signal								IX-	9043

CARD						
	CLASS OF FEDERAL FUNDS	Interstate Transfer Grant	COUNTY NAME	Washington		
1	NAME OF URBAN AREA 17-31	Portland	ROUTE NO. U	FEDERAL-AID 9043 (32)	STATE Co. Rd. (36)	U.S. --- (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS (9%)	OTHER FUNDS (6%)
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS Y008 Y031		"Sunset Hwy.-Walker Rd., Unit 2 Sec."	0.00	252,000	214,200	22,680	15,120
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	0.00	252,000	214,200	22,680	15,120
1	14	PROGRAM APPROVAL DATES							(18) (23)	(24) (33)		

334-1967

REMARKS
Additional Data: Item No. 801
Nos. IX-9043

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

November 17, 1982

OCATION (45 typewriter spaces) Rd., Jct. US 26 (65)	ADT	PRESENT 8,000 (66)	FUTURE ---- (70)	YEAR --- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 580 (4) (9)	ITEM NO. 80166 (14) (18)

(35 typewriter fic Signal 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX- 14 23	NUMBER 9043 7	SEQ. NO. (4) 13	I Projects Only POST MI. (24) (26)	DESIG. 27

Interstate Transfer Grant

Portland

COUNTY NAME Washington CODE 067 (14) (16)

ROUTE NO. U | FEDERAL-AID 9043 (32) | STATE Co. Rd. (36) (37) | U.S. --- (41)

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS (9%)	OTHER FUNDS (6%)	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
W								
ST CS 8 1		"Sunset Hwy.-Walker Rd., Unit 2 Sec."	0.00	252,000	214,200	22,680	15,120	ROW-90' min.; Access Control-none; Parking Restrictions-none.
DRH		PROJECT TOTALS	0.00	252,000	214,200	22,680	15,120	
L DATES				(16) (23)	(24) (33)			

REMARKS
Additional Data: Item No. 80166; Project Nos. IX-9043(2) & (3).

-over

USCOMM DUSCOMM-DC 48905-P61

Sunset Hwy.-Walker Road, Unit 2 Sec.

Remarks continued:

Project Data: Work consists of 1) modifying existing channelization requiring grade, drain and H-T pave; 2) install multiphase traffic signals at eastbound and westbound ramps with N.W. 185th Ave. and Sunset Hwy., also install multiphase traffic signal at Tanasbourne Mall Entrance (to be financed by others); 3) utility adjustments as required; 4) incidental work common to this type of project.

Accommodation of Utilities: A State-County Agreement No. 7241 complying with paragraph 6d(1) of PPM 30.41 was executed 6-5-80.

Maintenance: A State-County Agreement No. 7241 complying with Section 116, Title 23 U.S.C. was executed 6-5-80.

Data for PR 37:	Type Code		
		Y008	$ 90,700
		Y031	161,300

Note:
1) This project is in Congressional District No. 1.
2) Included in MSD FY '83 AE/TIP on page 108, No. 147.

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 734

Attention: Right-of-way Section

Subject: Federal Aid Project No. ____________ Prefix 134-8281

Project Name N.W. 185th Ave. at Tanasbourne Mall
N.W. 185 Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 9th day of November, 1982

County of Washington

County Judge/Chairman

Commissioner 82-615

11-9-82

Commissioner

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 11-19-82

Instructions: Complete A or B and C.
R/W File No.

[illegible]
120 DOT Building
Salem, Oregon 97310

[illegible] 734

Attention: Right-of-way Section

Subject: Federal Aid Project No. IX-9043(2) Prefix 331-1967 A

Project Name Sunset Highway - Walker Road (Unit 2) NW 185th Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 9th day of November, 1982

County of Washington

County Judge/Chairman

Commissioner 82-616

DATE 11-9-82

Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 11-19-82

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 7-6

TO: D. E. Swan
Program Control Engineer
ATTN:
M. C. Holmes

DATE: October 6, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Agreements
Sunset Highway-Walker Road Section, Unit 2
185th Avenue (FAU 9043)
Washington County-Washington Fire District No. 1

Please prepare a maintenance-power agreement between the State and Washington County concerning the subject project. This is necessary because of the interconnection of the signal system on 185th Avenue. The project involves the installation of signals at both the eastbound and westbound off-ramps from the Sunset Highway and a signal installation at the Tanasbourne Mall. The Mall signal is covered by Agreement No. 7624 with Washington County.

The agreement should cover the following items:

1. State will maintain and furnish power for the ramp signals.
2. State will maintain, at County expense, the Tanasbourne Mall signal. County will supply power.

to Region 11-1.

3. State will maintain, at County expense, the signal at Cornell Road and 185th Avenue. County will supply power.
4. State will maintain the interconnect system.

The existing signal at Cornell and 185th that is to be interconnected on this job is included in Agreement No. 6146, which covers Unit 1 of this section.

In addition, we need a separate agreement between the State and Washington County Fire District No. 1 to cover the fire pre-emption equipment to be installed at the ramp signals and the Tanasbourne Mall signal. In this instance, the State will provide our usual maintenance. The cost of the preemption equipment will be as follows:

1. State and fire district will share 50-50 the match money for the pre-empt of the ramp signals.

draft 11-12.

2. Fire district will pay 100 percent of the cost of the preemption equipment on the Mall signal.

Pre-emption equipment is in place at the Cornell Road signal.

If you need additional information, please contact Bruce Taylor of this office.

L. E. George
Traffic Engineer

81-125-1387

BET:ds

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
5821 N.E. GLISAN STREET, PORTLAND, OREGON 97213

July 27, 1982

In Reply Refer to
File No
334-1967

LARRY RICE, Director of Public Works
Washington County
150 North First Street
Hillsboro, OR 97123

Subject: Signalization Project
Sunset Highway-Walker Road
185th Avenue

In response to your concern expressed in your July 21 letter to Ed Hardt, I have contacted Bill Zirbes, our traffic signal design engineer, to determine the status of your project. Bill indicated that they are working on the project now and it looks favorable to obligate FY 82 funds in September with an October 21 bid letting. I will also forward a copy of your letter to our Program Management Section to ensure the project is properly reflected in our project schedule.

The Cornell 2 project will be processed and an environmental assessment completed so funds can be obligated for preliminary engineering this fiscal year.

JAMES D. McCLURE
Project Development Engineer

7-29-82
$'s ?
McLure says none.

JDM:po

cc: E. L. Hardt
L. E. George
D. R. Adams
D. E. Swan
T. A. Spence
G. W. Kaiser

WASHINGTON COUNTY
ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

July 21, 1982

SM MRE OE TPM CE
TOS RECEIVED RE
US JUL 23 1982 PDM
CSA Metro Region TAM
SO PA EM LM

Mr. Ed Hardt
Regional Director
ODOT
9002 SE McLaughlin
Milwaukie, OR 97222

Dear Ed:

The purpose of this correspondence is twofold. First, we transmit herewith the project request forms for the Cornell II project from Hillsboro's east city limits to Cornelius Pass Road. The second and more substantive item deals with the signal improvements on the 185th project south of Sunset Highway. Attached you will find January 5, 1982, correspondence from Martin Nizlek to Bob Bothman which deals with the subject of signalization of the entrance of Tanasbourne Mall. It was the County's understanding that signalization, not only of the Mall entrance but the Sunset Highway ramps, would be accomplished in a timely fashion (i.e., in conjunction with the road reconstruction) and in a manner allowing the obligation of the 1982 federal highway funds.

It has come to our attention that award of contracts for these signals is not scheduled to occur until late 1982; beyond the October obligation deadline for 1982 federal funds. We would ask your clarification in this matter and that every attempt be made to place the signals in operation as early as possible.

Ed, beyond the concern which I have for the traffic needs of the Mall, which will increase dramatically with the opening of the 185th project, I am concerned with the possible jeopardy into which this delay may place the signalization funding. More specifically, it was our understanding that underrun monies would allow the signals at the ramps to be done as part of the project and that the Tanasbourne Mall signal would be done as an add item funded through the supplemental contract with the County. I would be very disappointed should the TIP Subcommittee at Metro take a negative view of this, now separate, project on 185th.

In closing, I hope that you will expeditiously process the Cornell II project application so that funding for PE can be assigned as soon as possible. And, second, that your offices will communicate with the Salem office to, in every way possible, attempt to secure an earlier bid letting schedule for placement of the signals at the 185th project. I thank you for your attention in this matter.

Sincerely,

Larry Rice

Larry Rice
Director of Public Works

LR:MCN:ss:1:2
Attachments

WASHINGTON COUNTY
ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8888

January 5, 1982

Mr. Robert N. Bothman
Metropolitan Administrator
ODOT
5821 NE Glisan
Portland, OR 97213

Dear Bob:

The purpose of this correspondence is to summarize the County's review of the preliminary plans on the 185th (Sunset to Walker Road) project. Our concerns were verbally conveyed to Curt Duval on Wednesday, December 30th, here at the County.

First, the problem of increasing congestion at the Sunset Highway off-ramp (westbound) and, to a minor extent, the eastbound on-ramp are of growing concern to us. We had hoped that the State would be able to correct this problem under its Six Year Program; we now see otherwise and would like your support to have signalization incorporated into the project for these two locations. Hopefully under-runs in the bids will allow this to occur without the need for additional authorization of funds.

We are concerned, however, that the project not be delayed any longer than necessary from going to bid. We definitely want to avoid jeopardizing this year's funding to the project. Therefore, we look to your office to advise us on the best possible course of action - add item? full inclusion?

As we had previously conveyed to you, we have an additional signalization need. The main entrance to Tanasbourne Mall has met warrants and the developers have indicated a willingness to place the signal at their expense. Our present understanding is that the State will construct a two party agreement between the County and the State to have this work done, hopefully, at the time of the project or sooner. (Note: This latter agreement may need to be expanded as mentioned below.)

We noted to Curt Duval the design features along the Tanasbourne Mall frontage. They have created an access road which will provide a second entrance to their facilities. Minor changes to the preliminary plans will be necessary to appropriately accomodate this entry.

Our next comments to Curt concerned the Cornell Road intersection. Here it appears that the County's LID will be complete by early spring. Thus, the 185th project will need to finish the tie-in. I would note a continuing pattern on your staff's part to utilize 35 to 45 foot curb radii. Given the bus and truck traffic which this facility, as well as all of our federal aid projects, will carry, we would like 55 foot radii where ever right-of-way permits. We have acquired said right-of-way on this project.

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PMS-V2                         PROJECT INSTANT REPORT

PREFIX NO:3341967A F.A. PROJECT NO.M-IX-9043(2)            DATE:29JUL82

SECTION:SUNSET HIGHWAY - WALKER ROAD,(UNIT 2),COMB-1
                                           MILE POST:       LNG:    .1
HIGHWAY:N.W.185TH AVE.
COUNTY:WASHINGTON                DISTRICT: 02 REGION:1  URBAN/RURAL AREA:C
CITY:                            HWY NO:0734  RT:        FAN:9043

PROGRESS:
  COMMISSION ADOPTION:           26DEC79             STAGE OF ENGR:PSEDOC
  ASSESS. CATEGORY:              2EXC               ENGR BY OTHERS:
  A-95 STATUS:                   24JAN78

  ANNUAL PROGRAM ITEM NO.        80166             FHWA PROG. APPR:24FEB78
  P.E. AUTHORIZATION:            27FEB78
  R/W AUTHORIZATION:

                                                  PROGRESS:
STATUS:                                                MONTH:
  RECONNAISSANCE:                   N/A               STATUS:
  DRAFT E.I.S.                      N/A
  CORR. APPR.,FINAL E.I.S.          N/A
  FIELD SURVEY:                 (::)COMPL
  PRE-DESIGN/DRAFT E.I.S.           N/A
  DESIGN APPR.,FINAL E.I.S.         N/A
  R-W DESCRIPT:                 (::)N/A
  R/W ACQUISITION:              (::)N/A
  PSE DOCUMENTATION:                003.0
  STOP-DATE:                        01OCT82

ESTIMATES:
  PRE. ENGR:      11,000
  R/W:                           WORK: SIGNALS (2)
  CONST:         245,000
                                                ESI. COMPL. DATE: 29OCT82
PROGRAMING:                                              CONTROL:
  YEAR PAST:                                       LETTING DATE:18NOV82
  CURRENT PROG:
  FUNDING      :FREEWAY TRANSFER FUNDS

HISTORY:
382 23SEP82
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PMS-V2                    PROJECT INSTANT REPORT
                                                              DATE:29JUL82
PREFIX NO:1348281  F.A. PROJECT NO.

SECTION:N.W.185TH AVE. AT TRANASBOURNE MALL ,COMB-1
                                                MILE POST:       LNG:    .1
HIGHWAY:N.W.185TH AVE.
                                   DISTRICT: 02 REGION:1  URBAN/RURAL AREA:C
COUNTY:WASHINGTON                  HWY NO:0734  RT:         FAN:9043
CITY:

PROGRESS:                                                STAGE OF ENGR:PSEDOC
  COMMISSION ADOPTION:                                 ENGR BY OTHERS:
  ASSESS. CATEGORY:                2EXC
  A-95 STATUS:                     EXEMPT

                                                      FHWA PROG. APPR:
  ANNUAL PROGRAM ITEM NO.
  P.E. AUTHORIZATION:
  R/W AUTHORIZATION:

                                                      PROGRESS:
 STATUS:                                                    MONTH:
  RECONNAISSANCE:                     N/A                  STATUS:
  DRAFT E.I.S.                        N/A
  CORR. APPR..FINAL E.I.S.            N/A
  FIELD SURVEY:                   (::)COMPL
  PRE-DESIGN/DRAFT E.I.S.             N/A
  DESIGN APPR.,FINAL E.I.S.           N/A
  R-W DESCRIPT:                   (::)N/A
  R/W ACQUISITION:                (::)N/A
  PSE DOCUMENTATION:                  003.0
  STOP-DATE:                          01OCT82

 ESTIMATES:
  PRE. ENGR:          8,000
  R/W:                              WORK: SIGNAL-INTERTIE
  CONST:             80,000
                                                      EST. COMPL. DATE: 29OCT82
 PROGRAMING:                                                   CONTROL:
  YEAR PAST:                                            LETTING DATE:18NOV82
  CURRENT PROG:
  FUNDING        :OTHERS

 HISTORY:
 582 23SEP82
```

9586

[illegible] 7-6

May 19, 1982

Washington County Board of Commissioners
150 First St., North, Room 418
Hillsboro, OR 97123

AGR 4-2

Attention: Marilyn D. Crutsinger
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 7624

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a construction-finance agreement to install traffic control signal equipment on 185th Avenue at the entrance to the Tanasbourne Mall.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

7786

April 26, 1982

ACC

Larry Rice
Director of Public Works
Washington County
150 N. First Street
Hillsboro, Oregon 97123

Dear Mr. Rice:

We are about to begin the preliminary engineering (P.E.) phase of the traffic signal installation on 185th Avenue at the entrance to the Tanasbourne Mall.

As described in our Agreement No. 7624, the project will be financed 100 percent by Washington County. Accordingly, would you now please submit a P.E. advance deposit in the amount of $7,000, so that we may begin work.

On the attached sheet are described three options for making an advance deposit. Please use the option of your choice.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KEH:pf
Attachment

bcc w/AD # 82-24: Jon Rose, Metro Region
Vern Skoog - Please return completed AD # 82-24 when advance deposit is received.

9586

Agenda Item No. 16a

REQUEST FOR BOARD ACTI.

Agency/Department Public Works Agency/Department Head Larry Rice

4-20-82

To be presented by Larry Rice Telephone 406

Agenda Title N.W. 185th Improvements - Sunset Highway to Walker Road

Recommendation of Dept Head X Public Hearing ____ Other ____ (specify)

Estimated Cost $84,500. Contract Approved by Review Committee?
Amount Approved in Budget (included in Systems Development Fund) Yes X No ____

Recommendation: Your Board approve two contracts for the installation of a traffic signal at the entrance to Tanasbourne Mall.

Related Prior Resolution or Minute Order Number M.O. #80-252

Agency/Department: Brief Description of Action Desired and Justification
(Attach Supporting Documents/Justification if Necessary)

Your Board's concurrence with the above recommendation is sought in a continuing effort to improve this section of N.W. 185th Avenue. We are also notifying your Board of the award of reconstruction of this section of 185th Avenue under the Federal Aid Interstate Transfer Program. The construction contract amounts to $1,408,000; well below the $1,860,000 authorized by Metro for construction. Two benefits accrue to the County: first, our required match is lowered to $84,500 (5%); and second, off ramp signals can be added at the Sunset Highway at 185th Avenue.

The action requested of your Board relates to the Federal Project and involves a signal at Tanasbourne Mall's entrance.

requested. The first is between Oregon Department of
second is between the County and Standard
eement with the State is necessary
gnal; hopefully simultaneous with

ecessary since we are requesting that
them. The signal is warranted at
mpacted unless it is installed.

nature Larry Rice
(Agency/Department Head)

From Metro JON ROSE
To BUZ SWAN Date 4-20-82
Proj. Mgmt. Traffic Region I Accounting
Comment: Here are 3 copies of the agreement covering signal installation on NW 185th Ave at Tanasbourne Mall entrance. The copies have been signed by County officials and approved by the Metro Region Engr. Please process. Jon Rose

GTON COUNTY
MISSIONERS
2-173
7-82
A. Gratsinger
E BOARD

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
FLE ☐ HE ☐ PRE ☐
REFERRED TO ____
FOR ____
FILE: PM FA LG.

CA:8/26/81

9586

Agenda Item No.
16g

REQUEST FOR BOARD ACTION

3-29-82

Agency/Department Public Works Agency/Department Head Larry Rice

To be presented by Larry Rice Telephone 406

Agenda Title N.W. 185th Improvements - Sunset Highway to Walker Road

Recommendation of Dept Head X Public Hearing ____ Other ____ (specify)

Estimated Cost $84,500. Contract Approved by Review Committee?

Amount Approved in Budget (included in Systems Development Fund) Yes X No ____

Recommendation: Your Board approve two contracts for the installation of a traffic signal at the entrance to Tanasbourne Mall.

Related Prior Resolution or Minute Order Number M.O. #80-252

Agency/Department: Brief Description of Action Desired and Justification (Attach Supporting Documents/Justification if Necessary)

Your Board's concurrence with the above recommendation is sought in a continuing effort to improve this section of N.W. 185th Avenue. We are also notifying your Board of the award of reconstruction of this section of 185th Avenue under the Federal Aid Interstate Transfer Program. The construction contract amounts to $1,408,000; well below the $1 860,000 authorized by Metro for construction. Two benefits accrue to the County: first, our required match is lowered to $84,500 (6%); and second, off ramp signals can be added at the Sunset Highway at 185th Avenue.

The action requested of your Board relates to the Federal Project and involves a signal at Tanasbourne Mall's entrance.

Two agreements are requested. The first is between Oregon Department of Transportation and the County; the second is between the County and Standard Insurance, developers of the Mall. An agreement with the State is necessary to allow them to design and install the signal; hopefully simultaneous with the forthcoming road improvements.

The contract with Standard Insurance is necessary since we are requesting that the cost of the signal be underwritten by them. The signal is warranted at present and further development will be impacted unless it is installed.

LR:MCN:ja:1:2

Date: March 29, 1982

Signature mcn Larry Rice
(Agency/Department Head)

Comments:

Finance:

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 82-173
DATE 4-7-82
BY Marilyn A. Gratsinger
CLERK OF THE BOARD

County Administrator:

CA:8/26/81

9586

OREGON STATE HIGHWAY

TO: 10072

Buz S[illegible]AN - Mainor Holmes

SUBJECT: Agreement - 185th Ave / Tanasbourne Mall

FROM: Jon Rose

DATE: 12-14-81

Washington County has asked the State to design and install a signal on NW 185th Ave at the entrance to the Tanasbourne Mall Shopping Center and an agreement will be required. Although we understand that the County expects to recover the cost from the developer we will consider the County to be the sponsor and the agreement need not mention the developer. Signal should be compatible with other area signals, existing or planned, on County roads and at the Sunset Hwy interchange immediately to the North. County will pay all costs, acquire any needed Right-of-way (perhaps by donation from developer?), take care of any utility adjustments, and maintain and operate the completed installation. Please prepare an agreement.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

4

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9560 (1982) ENDS WITH 9586 (1982)

FLASH CARDS: (Cont'd from Reel 236)

REMARKS:

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	237	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 21st DAY OF December 1992 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR